# SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

# TIME TABLE

FOR THE

# WESTERN DIVISION

# 227

**To Take Effect Sunday, February 6, 1938, at 12:01 A. M.**

**PACIFIC STANDARD TIME (120th MERIDIAN)**

**For the government and information of employes only.**

| | | | |
|---|---|---|---|
| A. T. MERCIER,<br>*General Manager* | W. B. KIRKLAND,<br>*Superintendent of Transportation* | L. U. MORRIS,<br>*Assistant General Manager* | G. E. GAYLORD,<br>*Superintendent* |

# EASTWARD

# Martinez Subdivision.

## Time Table No. 227

February 6, 1938

| Capacity of sidings in car lengths | FIRST CLASS | | | | | | | | | | | | | | | | | | | Distance from San Francisco | STATIONS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 88 | 226 | 8 | 18 | 26 | 206 | 24 | 248 | 282 | 102 | 246 | 48 | 14 | 52 | 202 | 224 | 222 | 204 | 236 | | |
| | Challenger | Passenger | Shasta | Oregonian | Owl | Passenger | Cascade | El Dorado | Passenger | Streamliner City of San Francisco | Statesman | Forty-Niner | Pacific Limited | San Joaquin | Passenger | Senator | Passenger | Passenger | Passenger | | |
| | Leave Daily | Leave Sundays and Holidays | Leave Daily | Leave Daily | Leave Daily | Leave Daily Ex. Sat., Sun. and Holidays | Leave Daily | Leave Daily | Leave Daily | Leave See Footnote | Leave Daily | Leave See Footnote | Leave Daily | Leave Daily | Leave Daily Ex. Sundays and Holidays | Leave Daily | Leave Sundays and Holidays | Leave Daily | Leave Daily Ex. Sundays and Holidays | | |
| | 8.00 PM | 8.00 PM | 7.00 PM | 6.40 PM | 6.00 PM | 5.20 PM | 5.00 PM | 5.00 PM | 4.20 PM | 3.40 PM | 1.00 PM | 11.40 AM | 8.20 AM | 8.00 AM | 7.40 AM | 7.40 AM | 7.20 AM | 6.40 AM | 6.00 AM | 0.0 | SAN FRANCISCO<br>3.5 |
| | 8.20 | 8.20 | 7.20 | 7.00 | 6.20 | 5.40 | 5.20 | 5.20 | 4.40 | 4.00 | 1.20 | 11.59 AM | 8.40 | 8.20 | 8.00 | 8.00 | 7.40 | 7.00 | 6.20 | 3.5 | OAKLAND PIER |
| BKWI P | 8.30 PM | 8.25 PM | 7.30 PM | 7.15 PM | 6.28 PM | 5.44 PM | 5.30 PM | 5.25 PM | 4.45 PM | 4.08 PM | 1.25 PM | 12.07 PM | 8.47 AM | 8.25 AM | 8.08 AM | 8.05 AM | 7.53 AM | 7.04 AM | 6.23 AM | 3.5 | TO-R OAKLAND PIER<br>1.4 |
| Term. Yd BKWOITY P | | | | | | | | | | | | | | | | | | | | 4.9 | TO-R WEST OAKLAND<br>0.6 |
| P | s 8.39 | s 8.33 | s 7.38 | s 7.24 | s 6.40 | s 5.49 | s 5.37 | s 5.30 | s 4.52 | s 4.16 | s 1.31 | s 12.14 | s 8.54 | s 8.32 | s 8.14 | s 8.10 | s 8.00 | s 7.09 | s 6.28 | 5.5 | OAKLAND (16th Street)<br>1.1 |
| P | | | | | | | | | | | | | | | | | | | | 6.6 | EMERYVILLE<br>0.4 |
| I P | | | | | | | | | | | | | | | | | | | | 7.0 | SHELLMOUND<br>0.4 |
| | | | | | | | | | | | | | | | | | | | | 7.4 | PARAFFIN<br>0.4 |
| P | | | | | | | | | | | | | | | | | | | | 7.8 | STOCK YARDS<br>1.4 |
| P | s 8.49 | s 8.42 | s 7.47 | s 7.34 | s 6.51 | s 5.56 | s 5.45 | s 5.37 | s 5.01 | s 4.23 | s 1.40 | s 12.22 | s 9.03 | s 8.40 | s 8.21 | s 8.18 | s 8.08 | s 7.17 | s 6.36 | 9.2 | BERKELEY (University Ave.)<br>2.0 |
| | | | | | | | | | | | | | | | | | | | | 11.2 | NOBEL<br>0.4 |
| | | | | | | f | | | | | | | | | | | | | | 11.6 | VIGORIT<br>1.5 |
| P | | | | | | f | | | s | | | | | | f | | | | s | 13.1 | STEGE<br>1.9 |
| P | 8.58 | s 8.51 | s 7.57 | 7.43 | s 7.01 | s 6.04 | 5.52 | 5.43 | s 5.10 | 4.29 | s 1.49 | 12.28 | s 9.13 | s 8.49 | s 8.29 | 8.24 | 8.14 | s 7.25 | s 6.45 | 15.0 | RICHMOND<br>1.6 |
| WP | | | | | | f | | | s | | | | | | f | | | f | s 6.48 | 16.6 | SAN PABLO<br>2.3 |
| P | | | | | | f | | | | | f | | | | f | | | s | f | 18.9 | GIANT<br>0.9 |
| 42 East 33 West P | | | | | | | | | | | | | | | | | | | | 19.8 | SOBRANTE<br>1.7 |
| | | | | | | | | | | | | | | | | | | | | 21.5 | KRIEGER<br>1.5 |
| 64 West P | 9.09 | 9.01 | 8.07 | 7.53 | 7.11 | s 6.15 | 6.02 | 5.53 | s 5.23 | 4.38 | f 2.01 | 12.38 | 9.23 | 8.59 | f 8.41 | 8.33 | 8.24 | f 7.37 | s 6.57 | 23.0 | PINOLE<br>0.8 |
| P | | | | | | | | | | | | | | | f | | | s | s | 23.8 | HERCULES<br>1.7 |
| P | | | | | | s 6.19 | | | s 5.27 | | f | | | | f | | | s | s | 25.5 | RODEO<br>0.8 |
| 24 East P | | | | | | f | | | s | | f | | | | f | | | s | s | 26.3 | OLEUM<br>0.8 |
| 41 East | | | | | | f | | | f | | | | | | f | | | f | | 27.1 | TORMEY<br>0.4 |
| 17 West P | | | | | | f | | | s | | f | | | | s | | | s | s 7.12 | 27.5 | SELBY<br>1.4 |
| P | 9.20 | 9.11 | 8.18 | 8.04 | s 7.24 | s 6.31 | 6.10 | 6.01 | s 5.39 | 4.46 | s 2.17 | 12.47 | 9.34 | s 9.11 | s 8.55 | 8.42 | 8.32 | s 7.53 | s 7.17 | 28.9<br>29.0 | CROCKETT<br>1.1 |
| P | | | | | | f | | | | | | | | | f | | | f | f | 30.1 | ECKLEY<br>1.0 |
| Yard BKWOT P | | | | | | s 6.37 | | | s 5.43 | | s 2.22 | | | | s 8.59 | | | s 7.58 | s 7.22 | 31.1 | R PORT COSTA<br>1.1 |
| P | | | | | | f | | | | | | | | | | | | f | | 32.2 | NEVADA DOCK<br>0.9 |
| 119 Center | | | | | | | | | | | | | | | | | | f | | 33.1 | OZOL<br>1.6 |
| WP | s 9.30 PM | s 9.20 PM | f 8.28 PM | s 8.13 PM | s 7.33 PM | s 6.45 PM | 6.18 PM | 6.09 PM | s 5.49 PM | 4.54 PM | s 2.30 PM | 12.55 PM | 9.44 AM | s 9.20 AM | s 9.05 AM | 8.50 AM | 8.40 AM | s 8.04 AM | s 7.27 AM | 34.7 | TO-R MARTINEZ |
| | Arrive Daily | Arrive Sundays and Holidays | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily Ex. Sat., Sun. and Holidays | Arrive Daily | Arrive Daily | Arrive Daily | Arrive See Footnote | Arrive Daily | Arrive See Footnote | Arrive Daily | Arrive Daily | Arrive Daily Ex. Sundays and Holidays | Arrive Daily | Arrive Sundays and Holidays | Arrive Daily | Arrive Daily Ex. Sundays and Holidays | | (31.1) |
| | (1.00)<br>31.10 | (0.55)<br>33.93 | (0.58)<br>32.58 | (0.58)<br>32.58 | (1.05)<br>28.71 | (1.01)<br>30.59 | (0.48)<br>38.87 | (0.44)<br>42.41 | (1.04)<br>29.16 | (0.46)<br>40.56 | (1.05)<br>28.71 | (0.48)<br>38.87 | (0.57)<br>32.74 | (0.55)<br>33.93 | (0.57)<br>32.74 | (0.45)<br>41.47 | (0.47)<br>39.70 | (1.00)<br>31.10 | (1.04)<br>29.16 | | ..........Time over District<br>..........Average Speed per Hour |

Oakland Ferry (San Francisco – Oakland Pier)

A. B. S. (To-R Oakland Pier – Richmond)

Automatic Train Control (Richmond – To-R Martinez)

Double Track

See pages 3, 4 and 5 for additional trains between Oakland Pier and Martinez.

Holidays indicated are:
New Year's, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas.

No. 102 leaves on the 2nd, 8th, 14th, 20th and 26th of each month.
No. 48 leaves on 5th, 11th, 17th, 23rd and 29th of each month.
No. 246 reduce speed to 10 M. P. H. at San Pablo to exchange mail.
No. 52 wait at Crockett 5 minutes for Vallejo Bus connection if necessary.
No. 14 reduce speed to 10 M. P. H. at Martinez to exchange mail.
No. 282 reduce speed to 10 M. P. H. at Hercules to discharge mail.

### ADDITIONAL REGULAR STOPS

| Train | At | Frequency |
|---|---|---|
| 202 | Certain-teed Pro. Co. | Daily Except Saturday |

### ADDITIONAL FLAG STOPS TO RECEIVE REVENUE PASSENGERS

| Train | At | For Passengers Destined to or Beyond |
|---|---|---|
| 14 | Crockett, Martinez | Reno |
| 8 | Any Station | Gerber where scheduled to stop |
| 18 | Any Station | Klamath Falls where scheduled to stop |
| 88 | Any Station | Sparks |

### ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

| Train | At | To | For Passengers To or Beyond |
|---|---|---|---|
| 236 and 204 | Certain-teed Pro. Co. | Receive or Discharge | Any Station |
| 282 | Certain-teed Pro. Co. | Receive | Any Station |
| 246 | Certain-teed Pro. Co. | Discharge | Any Station |
| 226 | Crockett | Discharge | Any Station |

### ADDITIONAL FLAG STOPS

| Train | At | Frequency |
|---|---|---|
| 14 | Oleum, Selby, Port Costa | Sunday only |
| 204 | Stege | Sundays and Holidays |

## Time Table No. 227

February 6, 1938

## Martinez Subdivision.

## WESTWARD

FIRST CLASS

| | STATIONS | Distance from Martinez | 9 | 19 | 205 | 101 | 27 | 87 | 203 | 25 | 49 | 7 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Fast Mail | Klamath | Passenger | Streamliner City of San Francisco | San Francisco Overland Limited | Challenger | Passenger | Owl | Forty-Niner | Shasta |
| | | | Arrive Daily | Arrive Daily | Arrive Daily Ex. Sundays and Holidays | Arrive See Footnote | Arrive Daily | Arrive Daily | Arrive Daily Ex. Sunday | Arrive Daily | Arrive See Footnote | Arrive Daily |
| Oakland Ferry | SAN FRANCISCO<br>3.5 | 34.6 | 6.12 AM | 7.52 AM | 7.52 AM | 7.52 AM | 8.32 AM | 8.32 AM | 8.32 AM | 8.52 AM | 9.32 AM | 9.52 AM |
| | OAKLAND PIER | 31.1 | 5.52 | 7.32 | 7.32 | 7.32 | 8.12 | 8.12 | 8.12 | 8.32 | 9.12 | 9.32 |
| A. B. S. | TO-R OAKLAND PIER<br>1.4 | 31.1 | s 5.00 AM | s 7.13 AM | s 7.16 AM | s 7.19 AM | s 7.53 AM | s 7.58 AM | s 8.05 AM | s 8.15 AM | s 8.57 AM | s 9.20 AM |
| | TO-R WEST OAKLAND<br>0.6 | 29.7 | | | | | | | | | | |
| | OAKLAND (16th Street)<br>1.1 | 29.1 | s 4.50 | s 7.05 | s 7.11 | s 7.14 | 7.43<br>s 7.40 | 7.50<br>s 7.45 | s 7.59 | s 8.08 | s 8.48 | s 9.13 |
| | EMERYVILLE<br>0.4 | 28.0 | | | | | | | | | | |
| | SHELLMOUND<br>0.4 | 27.6 | | | | | | | | | | |
| | PARAFFIN<br>0.4 | 27.2 | | | | | | | | | | |
| | STOCK YARDS<br>1.4 | 26.8 | | | | | | | | | | |
| | BERKELEY (University Ave.)<br>2.0 | 25.4 | s 4.30 | s 6.51 | s 7.01 | s 7.06 | s 7.28 | s 7.35 | s 7.50 | s 7.56 | s 8.36 | s 8.59 |
| | NOBEL<br>0.4 | 23.4 | | | | | | | | | | |
| | VIGORIT<br>1.5 | 23.0 | | | f | | | | f | | | |
| | STEGE<br>1.9 | 21.5 | | | f | | | | f | | | |
| | RICHMOND<br>1.6 | 19.6 | s 4.16 | 6.38 | s 6.51 | | 7.15 | s 7.23 | s 7.38 | f 7.45 | 8.23 | s 8.46 |
| Automatic Train Control; Double Track | SAN PABLO<br>2.3 | 18.0 | | | | | | | f 7.33 | | | |
| | GIANT<br>0.9 | 15.7 | | | f | | | | f | | | |
| | SOBRANTE<br>1.7 | 14.8 | | | | | | | | | | |
| | KRIEGER<br>1.5 | 13.1 | | | | | | | | | | |
| | PINOLE<br>0.8 | 11.6 | 4.02 | 6.26 | f 6.39 | 6.47 | 7.04 | 7.12 | s 7.25 | 7.33 | 8.12 | f 8.33 |
| | HERCULES<br>1.7 | 10.8 | | | | | | | f | | | |
| | RODEO<br>0.8 | 9.1 | | | f | | | | s | | | f |
| | OLEUM<br>0.8 | 8.3 | | | f | | | | s | | | f |
| | TORMEY<br>0.4 | 7.5 | | | | | | | f | | | |
| | SELBY<br>1.4 | 7.1 | | | s | | | | s 7.11 | | | f |
| | CROCKETT<br>1.1 | 5.7 | s 3.52 | 6.14 | s 6.26 | | 6.52 | s 7.01 | s 7.08 | s 7.22 | 8.02 | s 8.15 |
| | ECKLEY<br>1.0 | 4.6 | | | | | | | f | | | |
| R | PORT COSTA<br>1.1 | 3.6 | | | s 6.21 | | | | s 7.03 | | | s 8.09 |
| | NEVADA DOCK<br>0.9 | 2.5 | | | | | | | f | | | |
| | OZOL<br>1.6 | 1.6 | | | | | | | f | | | |
| | TO-R MARTINEZ | 0.0 | 3.38 AM | 6.04 AM | 6.15 AM | 6.32 AM | 6.43 AM | 6.48 AM | 6.55 AM | 7.10 AM | 7.52 AM | 8.03 AM |
| | (31.1) | | Leave Daily | Leave Daily | Leave Daily Ex. Sundays and Holidays | Leave See Footnote | Leave Daily | Leave Daily | Leave Daily Ex. Sunday | Leave Daily | Leave See Footnote | Leave Daily |
| | Time over District<br>Average Speed per Hour | | (1.22)<br>22.75 | (1.09)<br>27.04 | (1.01)<br>30.59 | (0.47)<br>39.70 | (1.10)<br>26.66 | (1.10)<br>26.66 | (1.10)<br>26.66 | (1.05)<br>28.71 | (1.05)<br>28.71 | (1.17)<br>24.23 |

| | STATIONS | Distance from Martinez | 247 | 23 | 231 | 229 | 241 | 243 | 201 | 17 | 223 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | El Dorado | Cascade | Passenger | Governor | Statesman | Statesman | Passenger | Oregonian | Senator |
| | | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily Ex. Sundays and Holidays | Arrive Sundays and Holidays | Arrive Daily Ex. Sundays and Holidays | Arrive Daily | Arrive Daily |
| Oakland Ferry | SAN FRANCISCO<br>3.5 | 34.6 | 10.52 AM | 1.32 PM | 1.52 PM | 3.12 PM | 5.52 PM | 5.52 PM | 6.32 PM | 6.52 PM | 7.32 PM |
| | OAKLAND PIER | 31.1 | 10.32 | 1.12 | 1.32 | 2.52 | 5.32 | 5.32 | 6.12 | 6.32 | 7.12 |
| A. B. S. | TO-R OAKLAND PIER<br>1.4 | 31.1 | s 10.25 AM | s 1.00 PM | s 1.24 PM | s 2.45 PM | s 5.25 PM | s 5.25 PM | s 6.05 PM | s 6.20 PM | s 7.05 PM |
| | TO-R WEST OAKLAND<br>0.6 | 29.7 | | | | | | | | | |
| | OAKLAND (16th Street)<br>1.1 | 29.1 | s 10.19 | s 12.53 | s 1.18 | s 2.39 | s 5.19 | s 5.19 | s 5.59 | s 6.13 | s 6.59 |
| | EMERYVILLE<br>0.4 | 28.0 | | | | | | | | | |
| | SHELLMOUND<br>0.4 | 27.6 | | | | | | | | | |
| | PARAFFIN<br>0.4 | 27.2 | | | | | | | | | |
| | STOCK YARDS<br>1.4 | 26.8 | | | | | | | | | |
| | BERKELEY (University Ave.)<br>2.0 | 25.4 | s 10.11 | s 12.41 | s 1.08 | s 2.27 | s 5.10 | s 5.10 | s 5.49 | s 6.00 | s 6.51 |
| | NOBEL<br>0.4 | 23.4 | | | | | | | | | |
| | VIGORIT<br>1.5 | 23.0 | | | | | | | | | |
| | STEGE<br>1.9 | 21.5 | | | | | f | | f | | |
| | RICHMOND<br>1.6 | 19.6 | 10.03 | 12.30 | s 12.58 | s 2.18 | s 5.01 | f 5.02 | s 5.41 | 5.49 | 6.43 |
| Automatic Train Control; Double Track | SAN PABLO<br>2.3 | 18.0 | | | | | | | f | | |
| | GIANT<br>0.9 | 15.7 | | | | f | f | | f | | |
| | SOBRANTE<br>1.7 | 14.8 | | | | | | | | | |
| | KRIEGER<br>1.5 | 13.1 | | | | | | | | | |
| | PINOLE<br>0.8 | 11.6 | 9.54 | 12.21 | 12.47 | 2.07 | s 4.47 | 4.53 | s 5.29 | 5.39 | 6.34 |
| | HERCULES<br>1.7 | 10.8 | | | | f | f | | f | | |
| | RODEO<br>0.8 | 9.1 | | | f | f | s | f | s | | |
| | OLEUM<br>0.8 | 8.3 | | | f | | s | | f | | |
| | TORMEY<br>0.4 | 7.5 | | | | f | f | | f | | |
| | SELBY<br>1.4 | 7.1 | | | f | f | s | | s | | |
| | CROCKETT<br>1.1 | 5.7 | 9.46 | 12.13 | s 12.31 | s 1.55 | s 4.31 | f 4.44 | s 5.14 | 5.29 | 6.26 |
| | ECKLEY<br>1.0 | 4.6 | | | | | | | f | | |
| R | PORT COSTA<br>1.1 | 3.6 | | | s 12.26 | 1.50 | s 4.26 | s | s 5.09 | | |
| | NEVADA DOCK<br>0.9 | 2.5 | | | | | | | f | | |
| | OZOL<br>1.6 | 1.6 | | | | | | | | | |
| | TO-R MARTINEZ | 0.0 | 9.38 AM | 12.05 PM | 12.20 PM | 1.45 PM | 4.20 PM | 4.35 PM | 5.03 PM | 5.20 PM | 6.18 PM |
| | (31.1) | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily Ex. Sundays and Holidays | Leave Sundays and Holidays | Leave Daily Ex. Sundays and Holidays | Leave Daily | Leave Daily |
| | Time over District<br>Average Speed per Hour | | (0.47)<br>39.70 | (0.55)<br>33.93 | (1.04)<br>29.16 | (1.00)<br>31.10 | (1.05)<br>28.71 | (0.50)<br>37.32 | (1.02)<br>30.01 | (1.00)<br>31.10 | (0.47)<br>39.70 |

See pages 2, 4 and 5 for additional trains between Oakland Pier and Martinez.

Holidays indicated are:

New Year's, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas.

No. 101 leaves on the 7th, 13th, 19th, 25th, 31st and 1st of each month.
No. 49 leaves on the 4th, 10th, 16th, 22nd and 28th of each month.
No. 7 reduce speed to 10 M. P. H. at Stege to receive mail, except Sundays and holidays.
No. 241 wait at Martinez 5 minutes for Benicia-Martinez Ferry if necessary.
No. 19 reduce speed to 15 M. P. H. at Crockett to dispatch mail.
No. 25 stop at Richmond to unload express and when not necessary to stop will reduce speed to 10 M. P. H. to exchange mail.

### ADDITIONAL FLAG STOPS TO DISCHARGE PASSENGERS

| Train | At | For Passengers From or Beyond |
|---|---|---|
| 19 | Any Station | Dunsmuir |
| 7 | Any Station | Gerber |
| 27 | Any Station | Roseville |
| 87 | Any Station | Sacramento |
| 17 | Any Station | Woodland |

### ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

| Train | At | For Passengers To or From |
|---|---|---|
| 203 and 241 | Certain-teed Pro. Co. | Any Station |

### ADDITIONAL REGULAR STOPS

| Train | At | Frequency |
|---|---|---|
| 229 | Oleum | Saturday Only |
| 7 | Giant | Daily except Sundays and holidays |

### ADDITIONAL FLAG STOPS

| Train | At | Frequency |
|---|---|---|
| 229 | Pinole | Sundays and Holidays |
| 231 | Pinole and Giant | Saturday Only |
| 231 | San Pablo | Saturday Only |

## Time Table No. 227
February 6, 1938

| Capacity of sidings in car lengths | 476 | 470 | 412 | 464 | 478 | 442 | 410 | 58 | 54 | 10 | 210 | 20 | 208 | 28 | Distance from San Francisco | STATIONS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | THIRD CLASS | | | | | SECOND CLASS | | FIRST CLASS | | | | | | | | |
| | Freight | Portland Freight | Local Freight | Local Freight | Freight | Mdse | Freight | Sequoia | Sequoia | Fast Mail | Sierra | Klamath | Passenger | San Francisco Overland Limited | | |
| | Leave Daily | Leave Daily Ex. Sunday | Leave Daily Ex. Sunday | Leave Daily Ex. Sunday | Leave Daily | Leave Daily Ex. Saturday and Sunday | Leave Daily Ex. Sunday | Leave Daily Ex. Sunday | Leave Sunday Only | Leave Daily | Leave Daily | Leave Daily | Leave Sundays and Holidays | Leave Daily | | STATIONS |
| | | | | | | | | 11.00PM | 11.00PM | 9.40PM | 9.00PM | 9.00PM | 8.20PM | 8.20PM | 0.0 | SAN FRANCISCO<br>3.5 |
| | | | | | | | | 11.20 | 11.20 | 10.00 | 9.20 | 9.20 | 8.40 | 8.40 | 3.5 | OAKLAND PIER |
| BKWI P | | | | | | | | 11.35PM | 11.28PM | 10.20PM | 9.38PM | 9.35PM | 8.55PM | 8.50PM | 3.5 | TO-R OAKLAND PIER<br>1.4 |
| Term. Yd. BKWOITY P | 11.00PM | 10.30PM | | 9.00AM | 3.00AM | 10.00PM | 6.50PM | | | | | | | | 4.9 | TO-R WEST OAKLAND<br>0.6 |
| I P | | | | | | | | s 11.44 | s 11.34 | s 10.33 | s 9.50 | s 9.43 | s 9.02 | s 8.57 | 5.5 | OAKLAND (16th Street)<br>1.1 |
| P | | | | | | | | | | | | | | | 6.6 | EMERYVILLE<br>0.4 |
| I P | | | | | | | | | | | | | | | 7.0 | SHELLMOUND<br>0.4 |
| | | | | | | | | | | | | | | | 7.4 | PARAFFIN<br>0.4 |
| P | | | | | | | | | | | | | | | 7.8 | STOCK YARDS<br>1.4 |
| P | | 10.47 | | | | 10.12 | | s 11.53PM | s 11.43 | s 10.44 | s 10.00 | s 9.52 | s 9.11 | s 9.07 | 9.2 | BERKELEY (University Ave)<br>2.0 |
| | | | | | | | | | | | | | | | 11.2 | NOBEL<br>0.4 |
| | | | | | | | | | | | | | f | | 11.6 | VIGORIT<br>1.5 |
| P | | | | | | | | | | | | | f | | 13.1 | STEGE<br>1.9 |
| P | | | | | | 10.22 | | s 12.03AM | s 11.53PM | 10.53 | s 10.10 | 10.01 | s 9.21 | 9.16 | 15.0 | RICHMOND<br>1.6 |
| W P | | 11.05 | | | | | | | | | | | f | | 16.6 | SAN PABLO<br>2.3 |
| P | | | | | | | | | | | | | f | | 18.9 | GIANT<br>0.9 |
| 42 East<br>33 West P | | | | | | | | | | | | | f | | 19.8 | SOBRANTE<br>1.7 |
| | | | | | | | | | | | | | | | 21.5 | KRIEGER<br>1.5 |
| 64 West P | | 11.20 | | | | 10.35 | | f 12.13 | f 12.03AM | 11.03 | 10.20 | 10.11 | s 9.35 | 9.26 | 23.0 | PINOLE<br>0.8 |
| P | | | | | | | | | | | | | | | 23.8 | HERCULES<br>1.7 |
| P | | | | | | | | f | f | | | | s 9.39 | | 25.5 | RODEO<br>0.8 |
| 24 East P | | | | | | | | f | f | | | | s | | 26.3 | OLEUM<br>0.8 |
| 41 East | | | | | | | | f | f | | | | | | 27.1 | TORMEY<br>0.4 |
| 17 West P | | | | | | | | f | f | | | | s 9.47 | | 27.5 | SELBY<br>1.4 |
| P | | | | | | 10.49 | | s 12.30 | s 12.20 | 11.12 | s 10.34 | 10.21 | s 9.52 | 9.36 | 28.9<br>29.0 | CROCKETT<br>1.1 |
| P | | | | | | | | | | | | | f | | 30.1 | ECKLEY<br>1.0 |
| Yard BKWOT P | | 11.50PM | 8.30AM | 4.00PM | | | | f 12.35 | f 12.25 | | f 10.39 | | s 9.57 | | 31.1 | R PORT COSTA<br>1.1 |
| P | | | | | | | | | | | | | f | | 32.2 | NEVADA DOCK<br>0.9 |
| Center 119 | | | | | | | | | | | | | | | 33.1 | OZOL<br>1.6 |
| W P | 12.30AM | 12.01AM | 8.42AM | | 5.00AM | 11.00PM | 8.50PM | s 12.41AM | s 12.33AM | 11.20PM | s 10.46PM | s 10.30PM | s 10.05PM | 9.45PM | 34.7 | TO-R MARTINEZ |
| | Arrive Daily | Arrive Daily Ex. Monday | Arrive Daily Ex. Sunday | Arrive Daily Ex. Sunday | Arrive Daily | Arrive Daily Ex. Saturday and Sunday | Arrive Daily Ex. Sunday | Arrive Daily Ex. Monday | Arrive Monday Only | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Sundays and Holidays | Arrive Daily | | (31.1) |
| | (1.30)<br>19.80 | (1.31)<br>20.50 | (0.12)<br>18.00 | (7.00)<br>3.72 | (2.00)<br>14.80 | (1.00)<br>29.80 | (2.00)<br>14.80 | (1.06)<br>28.27 | (1.05)<br>28.71 | (1.00)<br>31.10 | (1.08)<br>27.44 | (0.55)<br>33.93 | (1.10)<br>26.66 | (0.55)<br>33.93 | | ........Time over District<br>........Average Speed per Hour |

Oakland Ferry

A. B. S.

Automatic Train Control

Double Track

See pages 2, 3 and 5 for additional trains between Oakland Pier and Martinez.

Holidays indicated are:
New Year's, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas.

**ADDITIONAL FLAG STOPS TO RECEIVE REVENUE PASSENGERS**

| Train | At | For Passengers Destined to or Beyond |
|---|---|---|
| 28 | Any Station | Ogden |
| 20 | Any Station | Woodland |
| 210 | Any Station | Roseville |

## Martinez Subdivision

## WESTWARD

**Time Table No. 227**

February 6, 1938

| STATIONS | Distance from Martinez | FIRST CLASS<br>21<br>Pacific Limited<br>Arrive Daily | 51<br>San Joaquin<br>Arrive Daily | 207<br>Passenger<br>Arrive Sundays and Holidays | 209<br>Passenger<br>Arrive Sundays and Holidays | 215<br>Sierra<br>Arrive Daily | SECOND CLASS<br>471<br>Oakland Freight<br>Arrive Daily | THIRD CLASS<br>405<br>Freight<br>Arrive Daily Ex. Monday | 465<br>Local Freight<br>Arrive Daily Ex. Sunday | 411<br>Local Freight<br>Arrive Daily Ex. Sunday | 475<br>Freight<br>Arrive Daily |
|---|---|---|---|---|---|---|---|---|---|---|---|
| SAN FRANCISCO (Oakland Ferry)<br>3.5 | 34.6 | 9.32PM | 9.32PM | 9.32PM | 10.12PM | 10.52PM | | | | | |
| OAKLAND PIER | 31.1 | 9.12 | 9.12 | 9.12 | 9.52 | 10.32 | | | | | |
| TO-R OAKLAND PIER<br>1.4 | 31.1 | s 8.55PM | s 9.00PM | s 9.06PM | s 9.45PM | s 10.25PM | | | | | |
| TO-R WEST OAKLAND<br>0.6 | 29.7 | | | | | | 12.10AM | 4.30AM | 2.00PM | | 1.00AM |
| OAKLAND (16th Street)<br>1.1 | 29.1 | s 8.45 | s 8.53 | s 9.00 | s 9.38 | s 10.19 | | | | | |
| EMERYVILLE<br>0.4 | 28.0 | | | | | | | | | | |
| SHELLMOUND<br>0.4 | 27.6 | | | | | | | | | | |
| PARAFFIN<br>0.4 | 27.2 | | | | | | | | | | |
| STOCK YARDS<br>1.4 | 26.8 | | | | | | | | | | |
| BERKELEY (University Ave.)<br>2.0 | 25.4 | s 8.31 | s 8.42 | s 8.48 | s 9.28 | s 10.07 | 11.45PM | | | | |
| NOBEL<br>0.4 | 23.4 | | | | | | | | | | |
| VIGORIT<br>1.5 | 23.0 | | | | | | | | | | |
| STEGE<br>1.9 | 21.5 | | | | | | | | | | |
| RICHMOND<br>1.6 | 19.6 | 8.18 | 8.32 | f 8.39 | s 9.17 | s 9.57 | | | | | |
| SAN PABLO<br>2.3 | 18.0 | | | | | | 11.25 | | | | |
| GIANT<br>0.9 | 15.7 | | | | | f | | | | | |
| SOBRANTE<br>1.7 | 14.8 | | | | | | | | | | |
| KRIEGER<br>1.5 | 13.1 | | | | | | | | | | |
| PINOLE<br>0.8 | 11.6 | 8.07 | 8.23 | 8.28 | 9.06 | f 9.45 | 11.10 | | | | |
| HERCULES<br>1.7 | 10.8 | | | | | | | | | | |
| RODEO<br>0.8 | 9.1 | | | | | f | | | | | |
| OLEUM<br>0.8 | 8.3 | | | | | f | | | | | |
| TORMEY<br>0.4 | 7.5 | | | | | | | | | | |
| SELBY<br>1.4 | 7.1 | | | | | f | | | | | |
| CROCKETT<br>1.1 | 5.7 | 7.56 | 8.14 | 8.19 | 8.57 | s 9.30 | | | | | |
| ECKLEY<br>1.0 | 4.6 | | | | | | | | | | |
| R PORT COSTA<br>1.1 | 3.6 | | | | | s 9.25 | 10.50 | | 7.00AM | 11.40AM | |
| NEVADA DOCK<br>0.9 | 2.5 | | | | | | | | | | |
| OZOL<br>1.6 | 1.6 | | | | | | | | | | |
| TO-R MARTINEZ | 0.0 | 7.45PM | 8.05PM | 8.10PM | 8.48PM | 9.19PM | 10.40PM | 3.15AM | | 11.30AM | 11.20PM |
| (31.1) | | Leave Daily | Leave Daily | Leave Sundays and Holidays | Leave Sundays and Holidays | Leave Daily | Leave Daily | Leave Daily Ex. Monday | Leave Daily Ex. Sunday | Leave Daily Ex. Sunday | Leave Daily |
| Time over District.........<br>Average Speed per Hour......... | | (1.10)<br>26.66 | (0.55)<br>33.93 | (0.56)<br>33.32 | (0.57)<br>32.74 | (1.06)<br>28.27 | (1.30)<br>19.80 | (1.15)<br>23.84 | (7.00)<br>3.72 | (0.10)<br>21.60 | (1.40)<br>17.82 |

A. B. S. (Oakland Pier to Stock Yards)

Automatic Train Control

Double Track

See pages 2, 3 and 4 for additional trains between Oakland Pier and Martinez.

Holidays indicated are:

New Year's, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas.

No. 21 reduce speed to 20 M. P. H. at Richmond to dispatch mail.
No. 21 stop at Crockett to exchange mail.

**ADDITIONAL FLAG STOPS TO DISCHARGE REVENUE PASSENGERS**

| Train | At | For Passengers From or Beyond |
|---|---|---|
| 51 | Crockett<br>Richmond | Tracy<br>Tracy |
| 21 | Any Station | Ogden |

## EASTWARD

## Martinez Subdivision.

### Time Table No. 227

February 6, 1938

| Capacity of sidings in car lengths | FIRST CLASS | | | | | | | | | | Distance from San Francisco | STATIONS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 210 | 20 | 28 | 88 | 226 | 8 | 18 | 24 | 248 | 102 | | |
| | Sierra | Klamath | San Francisco Overland Limited | Challenger | Passenger | Shasta | Oregonian | Cascade | El Dorado | Streamliner City of San Francisco | | |
| | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Sundays and Holidays | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave See Footnote | | |
| W P | 10.49PM | 10.34PM | 9.45PM | 9.32PM | 9.22PM | 8.28PM | 8.16PM | 6.18PM | 6.09PM | 4.54PM | 34.7<br>31.7 | TO-R MARTINEZ<br>6.3 |
| Center 97 P | 10.58 | 10.43 | 9.55 | 9.41 | 9.31 | 8.37 | 8.26 | 6.26 | 6.17 | | 38.0 | BENICIA JUNCTION<br>2.1 |
| | | | | | | | | | | | 40.1 | PIERCE<br>2.1 |
| P | | | | | | | | | | | 42.2 | CYGNUS<br>1.0 |
| | | | | | | | | | | | 43.2 | TEAL<br>1.9 |
| | | | | | | | | | | | 45.1 | JACKSNIPE<br>3.8 |
| 82 East 86 West BKWOY P | s 11.14 | 10.56 | 10.08 | 9.55 | 9.45 | 8.50 | 8.40 | 6.37 | 6.31 | 5.10 | 48.9 | TO-R SUISUN-FAIRFIELD<br>3.0 |
| 41 East 73 West P | | | | | | | | | | | 51.9 | TOLENAS<br>1.9 |
| | | | | | | | | | | | 53.8 | VANDEN<br>1.6 |
| | | | | | | | | | | | 55.4 | CANNON<br>4.0 |
| Center 87 WY P | 11.29 | 11.09 | 10.22 | 10.08 | 9.58 | 9.03 | 8.54 | 6.49 | 6.43 | 5.19 | 59.4 | ELMIRA<br>4.8 |
| | | | | | | | | | | | 64.2 | BATAVIA<br>3.3 |
| Center 72 W P | 11.39 | 11.18 | 10.31. | 10.18 | 10.07 | 9.12 | 9.04 | 6.58 | 6.53 | 5.25 | 67.5 | DIXON<br>4.3 |
| 70 East | | | | | | | | | | | 71.8 | TREMONT<br>2.0 |
| | | | | | | | | | | | 73.8 | BRIGGSTON<br>1.8 |
| 78 East 80 West KWIY P | s 11.55PM | s 11.30PM | 10.40 | 10.30 | 10.16 | s 9.23PM | s 9.15PM | s 7.07PM | 7.04 | 5.32 | 75.6 | TO-R DAVIS<br>1.5 |
| | | | | | | | | | | | 77.1 | CHILES<br>2.0 |
| | | | | | | | | | | | 79.1 | SWINGLE<br>1.3 |
| Center 100 | 12.01AM | | 10.46 | 10.36 | 10.21 | | | | 7.10 | | 80.4 | WEBSTER<br>5.9 |
| | | | | | | | | | | | 86.3 | MIKON<br>0.6 |
| I P | | | | | | | | | | | 86.9 | Sacramento Northern Ry. Crossing<br>1.4 |
| | | | | | | | | | | | 88.3 | WASHINGTON<br>0.7 |
| Term Yard BKWOTY P | s 12.15AM | | s 11.00PM | s 10.50PM | s 10.35PM | | | | s 7.23PM | s 5.45PM | 89.0 | TO-R SACRAMENTO |
| | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Sundays and Holidays | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive See Footnote | | (57.3) |
| | (1.26)<br>40.04 | (0.56)<br>47.03 | (1.15)<br>45.84 | (1.18)<br>44.08 | (1.13)<br>47.09 | (0.55)<br>47.89 | (0.59)<br>44.64 | (0.49)<br>53.77 | (1.14)<br>46.46 | (0.51)<br>67.41 | | Time over District<br>Average Speed per Hour |

| FIRST CLASS | | | | | | | | | Distance from San Francisco | STATIONS |
|---|---|---|---|---|---|---|---|---|---|---|
| 246 | 48 | 14 | 291 | 293 | 224 | 222 | 204 | 262 | | |
| Statesman | Forty-Niner | Pacific Limited | Passenger | Passenger | Senator | Passenger | Passenger | Passenger | | |
| Leave Daily | Leave See Footnote | Leave Daily | Leave Daily Ex. Sundays and Holidays | Leave Sundays and Holidays | Leave Daily | Leave Sundays and Holidays | Leave Daily | Leave Daily | | |
| 2.32PM | 12.55PM | 9.44AM | | | 8.50AM | 8.40AM | 8.06AM | | 34.7<br>31.7 | TO-R MARTINEZ<br>6.3 |
| 2.41 | | 9.53 | | | 8.58 | 8.49 | 8.15 | | 38.0 | BENICIA JUNCTION<br>2.1 |
| | | | | | | | f | | 40.1 | PIERCE<br>2.1 |
| | | | | | | | f | | 42.2 | CYGNUS<br>1.0 |
| | | | | | | | f | | 43.2 | TEAL<br>1.9 |
| | | | | | | | f | | 45.1 | JACKSNIPE<br>3.8 |
| s 2.56 | 1.13 | 10.05 | | | 9.10 | 9.01 | s 8.34 | | 48.9 | TO-R SUISUN-FAIRFIELD<br>3.0 |
| | | | | | | | f | | 51.9 | TOLENAS<br>1.9 |
| | | | | | | | | | 53.8 | VANDEN<br>1.6 |
| | | | | | | | | | 55.4 | CANNON<br>4.0 |
| f 3.10 | 1.24 | 10.18 | | | 9.21 | 9.13 | s 8.48 | | 59.4 | ELMIRA<br>4.8 |
| | | | | | | | | | 64.2 | BATAVIA<br>3.3 |
| s 3.24 | 1.33 | 10.27 | | | 9.29 | 9.22 | s 9.01 | | 67.5 | DIXON<br>4.3 |
| | | | | | | | | | 71.8 | TREMONT<br>2.0 |
| | | | | | | | | | 73.8 | BRIGGSTON<br>1.8 |
| s 3.35 | 1.42 | 10.38 | 10.10AM | 9.45AM | 9.38 | 9.31 | s 9.15 | 7.15AM | 75.6 | TO-R DAVIS<br>1.5 |
| | | | | | | | | | 77.1 | CHILES<br>2.0 |
| | | | f | f | | | | f | 79.1 | SWINGLE<br>1.3 |
| 3.41 | 1.47 | 10.44 | f 10.17 | f 9.52 | 9.43 | 9.37 | 9.22 | f 7.22 | 80.4 | WEBSTER<br>5.9 |
| | | | | | | | | f | 86.3 | MIKON<br>0.6 |
| | | | | | | | | | 86.9 | Sacramento Northern Ry. Crossing<br>1.4 |
| | | | f | f | | | | f | 88.3 | WASHINGTON<br>0.7 |
| s 3.55PM | s 1.58PM | s 10.57AM | s 10.30AM | s 10.05AM | s 9.55AM | s 9.50AM | s 9.35AM | s 7.35AM | 89.0 | TO-R SACRAMENTO |
| Arrive Daily | Arrive See Footnote | Arrive Daily | Arrive Daily Ex. Sundays and Holidays | Arrive Sundays and Holidays | Arrive Daily | Arrive Sundays and Holidays | Arrive Daily | Arrive Daily | | (57.3) |
| (1.23)<br>41.42 | (1.03)<br>54.57 | (1.13)<br>47.09 | (0.20)<br>40.20 | (0.20)<br>40.20 | (1.05)<br>52.89 | (1.10)<br>49.11 | (1.29)<br>38.63 | (0.20)<br>40.20 | | Time over District<br>Average Speed per Hour |

Automatic Block System

Double Track

See pages 7, 8 and 9 for additional trains between Martinez and Sacramento.

Holidays indicated are:
New Year's, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas.

Automatic train control eastward track from Martinez to westward dwarf signal 300 feet east of draw span.

When distant signal 328 indicates caution, trains must not exceed 15 miles per hour from this distant signal to track magnet located 550 feet west of Bridge signal SA-332, opposite white concrete marker block.

No. 102 leaves on the 2nd, 8th, 14th, 20th and 26th of each month.

No. 48 leaves on 5th, 11th, 17th, 23rd and 29th of each month.

Nos. 204 and 246 stop on flag at Washington to exchange U. S. Mail.

**ADDITIONAL FLAG STOPS TO RECEIVE PASSENGERS**

| Train | At | For Passengers Destined to or Beyond |
|---|---|---|
| 204 | Any Station | Sacramento |

**ADDITIONAL FLAG STOPS TO RECEIVE REVENUE PASSENGERS**

| Train | At | For Passengers Destined to or Beyond |
|---|---|---|
| 14 | Suisun-Fairfield, Dixon and Davis | Reno |
| 8 | Any Station | Gerber where scheduled to stop |
| 18 | Any Station | Klamath Falls where scheduled to stop |
| 88 | Any Station | Sparks |
| 28 | Any Station | Ogden |
| 20 | Any Station | Woodland |
| 210 | Any Station | Roseville |

**ADDITIONAL FLAG STOPS FOR REVENUE PASSENGERS**

| Train | At | Receive or Discharge |
|---|---|---|
| 248 | Suisun-Fairfield, Dixon and Davis | Receive or Discharge |
| 8 | Dixon | Discharge |
| 226 | Suisun-Fairfield and Davis | Discharge |
| 210 | Elmira and Dixon | Receive or Discharge |
| 246 | Vanden | Discharge |

## Time Table No. 227

February 6, 1938

## Martinez Subdivision.

## WESTWARD

### FIRST CLASS

| STATIONS | Distance from Sacramento | 9 | 19 | 27 | 87 | 101 | 49 | 7 | 247 | 23 | 229 | 241 | 243 | 17 | 223 | 21 | 207 | 209 | 215 | 261 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Fast Mail | Klamath | San Francisco Overland Limited | Challenger | Streamliner City of San Francisco | Forty-Niner | Shasta | El Dorado | Cascade | Governor | Statesman | Statesman | Oregonian | Senator | Pacific Limited | Passenger | Passenger | Sierra | Passenger |
| | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive See Footnote | Arrive See Footnote | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily Ex. Sundays and Holidays | Arrive Sundays and Holidays | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Sundays & Holidays | Arrive Sundays and Holidays | Arrive Daily | Arrive Daily |
| TO-R MARTINEZ | 57.4 | 3.38AM | 6.04AM | 6.43AM | s 6.48AM | 6.32AM | 7.52AM | s 8.00AM | s 9.37AM | 12.05PM | s 1.43PM | s 4.17PM | s 4.35PM | s 5.15PM | 6.18PM | 7.45PM | 8.10PM | 8.48PM | s 9.16PM | |
| 6.4 | | | | | | | | | | | | | | | | | | | | |
| BENICIA JUNCTION | 51.0 | 3.28 | 5.54 | **6.25** | 6.38 | **6.25** | 7.41 | 7.51 | 9.27 | 11.56AM | 1.33 | 4.07 | 4.25 | 5.05 | 6.08 | 7.36 | 8.00 | 8.39 | 9.06 | |
| 2.1 | | | | | | | | | | | | | | | | | | | | |
| PIERCE | 48.9 | | | | | | | | | | | | | | | | | | | |
| 2.1 | | | | | | | | | | | | | | | | | | | | |
| CYGNUS | 46.8 | | | | | | | | | | | | | | | | | | | |
| 1.0 | | | | | | | | | | | | | | | | | | | | |
| TEAL | 45.8 | | | | | | | | | | | | | | | | | | | |
| 1.9 | | | | | | | | | | | | | | | | | | | | |
| JACKSNIPE | 43.9 | | | | | | | | | | | | | | | | | | | |
| 3.8 | | | | | | | | | | | | | | | | | | | | |
| TO-R SUISUN-FAIRFIELD | 40.1 | 3.15 | 5.42 | 5.59 | s 6.25 | 6.17 | 7.29 | s 7.38 | 9.15 | 11.44 | s 1.20 | s 3.54 | s 4.13 | f 4.52 | 5.57 | 7.24 | 7.45 | 8.27 | s 8.53 | |
| 3.0 | | | | | | | | | | | | | | | | | | | | |
| TOLENAS | 37.1 | | | | | | | | | | | | | | | | | | f | |
| 1.9 | | | | | | | | | | | | | | | | | | | | |
| VANDEN | 35.2 | | | | | | | | | | | | | | | | | | | |
| 1.6 | | | | | | | | | | | | | | | | | | | | |
| CANNON | 33.6 | | | | | | | | | | | | | | | | | | | |
| 4.0 | | | | | | | | | | | | | | | | | | | | |
| ELMIRA | 29.6 | 3.02 | 5.29 | 5.41 | **6.09** | **6.09** | 7.17 | s 7.22 | 9.05 | 11.32 | f 1.07 | 3.41 | 4.01 | 4.39 | 5.47 | 7.12 | 7.32 | 8.17 | s 8.39 | |
| 4.8 | | | | | | | | | | | | | | | | | | | | |
| BATAVIA | 24.8 | | | | | | | | | | | | | | | | | | | |
| 3.3 | | | | | | | | | | | | | | | | | | | | |
| DIXON | 21.5 | 2.54 | 5.20 | 5.31 | s 5.50 | 6.02 | 7.08 | s 7.12 | 8.57 | 11.24 | s 12.58 | f 3.33 | f 3.53 | 4.31 | 5.39 | 7.04 | 7.24 | 8.09 | s 8.28 | |
| 4.3 | | | | | | | | | | | | | | | | | | | | |
| TREMONT | 17.2 | | | | | | | | | | | | | | | | | | | |
| 2.0 | | | | | | | | | | | | | | | | | | | | |
| BRIGGSTON | 15.2 | | | | | | | | | | | | | | | | | | | |
| 1.8 | | | | | | | | | | | | | | | | | | | | |
| TO-R DAVIS | 13.4 | 2.45 | 5.10AM | 5.20 | s 5.35 | 5.54 | 6.58 | 7.00AM | s 8.48 | 11.15AM | s 12.48 | s 3.23 | s 3.43 | 4.22PM | 5.30 | 6.55 | 7.15 | 8.00 | s 8.15 | s 11.20PM |
| 1.5 | | | | | | | | | | | | | | | | | | | | |
| CHILES | 11.9 | | | | | | | | | | | | | | | | | | | |
| 2.0 | | | | | | | | | | | | | | | | | | | | |
| SWINGLE | 9.9 | | | | | | | | | | | | | | | | | | | f |
| 1.3 | | | | | | | | | | | | | | | | | | | | |
| WEBSTER | 8.6 | 2.39 | | 5.11 | 5.21 | 5.49 | 6.52 | | 8.40 | | 12.40 | 3.15 | 3.35 | | 5.25 | 6.46 | 7.10 | 7.55 | 8.00 | f 11.11 |
| 5.9 | | | | | | | | | | | | | | | | | | | | |
| MIKON | 2.7 | | | | | | | | | | | | | | | | | | | f |
| 0.6 | | | | | | | | | | | | | | | | | | | | |
| Sacramento Northern Ry. Crossing | 2.1 | | | | | | | | | | | | | | | | | | | |
| 1.4 | | | | | | | | | | | | | | | | | | | | |
| WASHINGTON | 0.7 | | | | | | | | | | | | | | | | | | | f |
| 0.7 | | | | | | | | | | | | | | | | | | | | |
| TO-R SACRAMENTO | 0.0 | 2.28AM | | 5.00AM | 5.10AM | 5.40AM | 6.40AM | | 8.30AM | | 12.30PM | 3.05PM | 3.25PM | | 5.15PM | 6.35PM | 7.00PM | 7.45PM | 7.50PM | 11.00PM |
| (57.4) | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave See Footnote | Leave See Footnote | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily Ex. Sundays and Holidays | Leave Sundays and Holidays | Leave Daily | Leave Daily | Leave Daily | Leave Sundays & Holidays | Leave Sundays and Holidays | Leave Daily | Leave Daily |
| Time over District<br>Average Speed per Hour | | (1.10)<br>49.20 | (0.54)<br>48.88 | (1.43)<br>33.41 | (1.38)<br>35.14 | (0.52)<br>66.23 | (1.12)<br>47.83 | (1.00)<br>44.00 | (1.07)<br>51.40 | (0.50)<br>52.80 | (1.13)<br>47.17 | (1.12)<br>47.83 | (1.10)<br>49.20 | (0.53)<br>49.81 | (1.03)<br>54.66 | (1.10)<br>49.20 | (1.10)<br>49.20 | (1.03)<br>54.66 | (1.26)<br>40.04 | (0.20)<br>40.20 |

Automatic Block System

Double Track

See pages 6, 8 and 9 for additional trains between Sacramento and Martinez.

Holidays indicated are:

New Year's, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas.

Automatic train control westward track from signal No. 347 to Martinez.

When distant signal 347 indicates caution, trains must not exceed 15 miles per hour from this distant signal to track magnet located 1250 feet east of Bridge signal SA-337, opposite white mark on bridge.

No. 101 Streamliner leaves on the 7th, 13th, 19th, 25th, 31st and 1st of each month.

No. 49 leaves on 4th, 10th, 16th, 22nd and 28th of each month.

No. 17 reduce speed to 10 M. P. H. at Elmira on Sundays to pick up mail.

No. 241 reduce speed to 30 M. P. H. at Elmira to dispatch papers.

**ADDITIONAL FLAG STOPS TO RECEIVE PASSENGERS**

| Train | At | For Passengers to | Frequency |
|---|---|---|---|
| 7 | Vanden | Suisun-Fairfield | Daily Ex. Sat., Sun. and Holidays |

**ADDITIONAL FLAG STOPS FOR REVENUE PASSENGERS**

| Train | At | Receive or Discharge |
|---|---|---|
| 223 | Martinez | Receive or Discharge |

**ADDITIONAL FLAG STOPS TO RECEIVE REVENUE PASSENGERS**

| Train | At | For Passengers Destined to or Beyond |
|---|---|---|
| 19 | Suisun-Fairfield | San Jose |
| 207 | Suisun-Fairfield<br>Jacksnipe & Cygnus | Berkeley |

**ADDITIONAL FLAG STOPS TO DISCHARGE PASSENGERS**

| Train | At | For Passengers From or Beyond | Frequency |
|---|---|---|---|
| 19 | Any Station | Dunsmuir | Daily |
| 7 | Any Station | Gerber | Daily |
| 17 | Any Station | Woodland | Daily |
| 21 | Any Station | Ogden | Daily |
| 27 | Any Station | Roseville | Daily |
| 241 | Cygnus | Suisun-Fairfield | Daily Ex. Sat. & Sun. |
| 215 | Tremont | Davis | Tues. & Fri. |
| 215 | Jacksnipe, Cygnus, Benicia Jct. | Suisun-Fairfield Only | Saturday |

## EASTWARD

## Martinez Subdivision

**Time Table No. 227**

February 6, 1938

| Capacity of sidings in car lengths | THIRD CLASS | | | | | SECOND CLASS | FIRST CLASS | Distance from San Francisco | STATIONS |
|---|---|---|---|---|---|---|---|---|---|
| | 515<br>Sacramento Division Freight | 462<br>Local Freight | 478<br>Freight | 476<br>Freight | 470<br>Portland Freight | 442<br>Mdse | 10<br>Fast Mail | | |
| | Leave Daily Ex. Sunday | Leave Daily Ex. Sunday | Leave Daily | Leave Daily | Leave Daily Ex. Monday | Leave Daily Ex. Saturday and Sunday | Leave Daily | | |
| WP | | | 5.00 AM | 12.30 AM | 12.01 AM | 11.00 PM | 11.20 PM | 34.7<br>31.7 | TO-R MARTINEZ<br>6.3 |
| Center<br>97 P | | | | | | 11.12 | 11.29 | 38.0 | BENICIA JUNCTION<br>2.1 |
| | | | | | | | | 40.1 | PIERCE<br>2.1 |
| P | | | | | | | | 42.2 | CYGNUS<br>1.0 |
| | | | | | | | | 43.2 | TEAL<br>1.9 |
| | | | | | | | | 45.1 | JACKSNIPE<br>3.8 |
| 82 East<br>86 West<br>BKWOY P | | 11.00 AM | 6.45 | 2.00 | 12.35 | **11.41 PM** | **11.41** | 48.9 | TO-R SUISUN-FAIRFIELD<br>3.0 |
| 41 East<br>73 West P | | | | | | | | 51.9 | TOLENAS<br>1.9 |
| | | | | | | | | 53.8 | VANDEN<br>1.6 |
| | | | | | | | | 55.4 | CANNON<br>4.0 |
| Center<br>WY P | | | | | 12.55 | 12.05 AM | 11.54 PM | 59.4 | ELMIRA<br>4.8 |
| | | 12.01 PM | | | | | | 64.2 | BATAVIA<br>3.3 |
| Center<br>72 WP | | | | | 1.10 | 12.18 | 12.02 AM | 67.5 | DIXON<br>4.3 |
| 70 East | | | | | | | | 71.8 | TREMONT<br>2.0 |
| | | | | | | | | 73.8 | BRIGGSTON<br>1.8 |
| 78 East<br>80 West<br>KWIY P | 3.00 PM | 2.15 | 7.40 | 3.45 | 1.30 | 12.31 | 12.10 | 75.6 | TO-R DAVIS<br>1.5 |
| | | | | | | | | 77.1 | CHILES<br>2.0 |
| | | | | | | | | 79.1 | SWINGLE<br>1.3 |
| Center 100 | | | | | | 12.37 | 12.15 | 80.4 | WEBSTER<br>5.9 |
| | | | | | | | | 86.3 | MIKON<br>0.6 |
| 1 P | | | | | | | | 86.9 | Sacramento Northern Ry. Crossing<br>1.4 |
| | | | | | | | | 88.3 | WASHINGTON<br>0.7 |
| Term. Yard<br>BKWOTY P | 3.30 PM | 3.00 PM | 8.30 AM | 4.30 AM | 2.15 AM | 1.00 AM | s 12.30 AM | 89.0 | TO-R SACRAMENTO |
| | Arrive Daily Ex. Sunday | Arrive Daily Ex. Sunday | Arrive Daily | Arrive Daily | Arrive Daily Ex. Monday | Arrive Daily Ex. Sunday and Monday | Arrive Daily | | (57.3) |
| | (0.30)<br>26.80 | (4.00)<br>10.02 | (3.30)<br>16.37 | (4.00)<br>14.32 | (2.14)<br>25.66 | (2.00)<br>28.65 | (1.10)<br>49.11 | | Time over District<br>Average Speed per Hour |

Automatic Block System (Martinez to Sacramento)

Double Track (Elmira to Davis)

See pages 6, 7 and 9 for additional trains between Martinez and Sacramento.

Holidays indicated are:
New Year's, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas.

Automatic train control eastward track from Martinez to westward dwarf signal 300 feet east of draw span.

When distant signal 328 indicates caution, trains must not exceed 15 M. P. H. from this distant signal to track magnet located 550 feet west of Bridge signal SA-332, opposite white concrete marker block.

## Time Table No. 227

February 6, 1938

| STATIONS | Distance from San Francisco | FIRST CLASS | SECOND CLASS | THIRD CLASS | | |
|---|---|---|---|---|---|---|
| | | | 471<br>Oakland Freight | 514<br>Sacramento Division Freight | 463<br>Local Freight | 475<br>Freight |
| | | | Arrive Daily | Arrive Daily Ex. Sunday | Arrive Daily Ex. Sunday | Arrive Daily |
| TO-R MARTINEZ<br>6.4 | 57.4 | | 10.40PM | | | 11.20PM |
| BENICIA JUNCTION<br>2.1 | 51.0 | | | | | |
| PIERCE<br>2.1 | 48.9 | | | | | |
| CYGNUS<br>1.0 | 46.8 | | | | | |
| TEAL<br>1.9 | 45.8 | | | | | |
| JACKSNIPE<br>3.8 | 43.9 | | | | | |
| TO-R SUISUN-FAIRFIELD<br>3.0 | 40.1 | | 10.00 | | 10.30AM | 10.40 |
| TOLENAS<br>1.9 | 37.1 | | | | | |
| VANDEN<br>1.6 | 35.2 | | | | | |
| CANNON<br>4.0 | 33.6 | | | | | |
| ELMIRA<br>4.8 | 29.6 | | 8.54 | | | |
| BATAVIA<br>3.3 | 24.8 | | | | | |
| DIXON<br>4.3 | 21.5 | | 8.42 | | | |
| TREMONT<br>2.0 | 17.2 | | | | | |
| BRIGGSTON<br>1.8 | 15.2 | | | | | |
| TO-R DAVIS<br>1.5 | 13.4 | | 8.30 | 3.30AM | | 9.00 |
| OHILES<br>2.0 | 11.9 | | | | | |
| SWINGLE<br>1.3 | 9.9 | | | | | |
| WEBSTER<br>5.9 | 8.6 | | | | | |
| MIKON<br>0.6 | 2.7 | | | | | |
| Sacramento Northern Ry. Crossing<br>1.4 | 2.1 | | | | | |
| WASHINGTON<br>0.7 | 0.7 | | | | | |
| TO-R SACRAMENTO | 0.0 | | 8.00PM | 3.00AM | 7.30AM | 8.15PM |
| (57.4) | | | Leave Daily | Leave Daily Ex. Sunday | Leave Daily Ex. Sunday | Leave Daily |
| Time over District<br>Average Speed per Hour | | | (2.40)<br>21.52 | (0.30)<br>26.80 | (3.00)<br>13.37 | (3.05)<br>18.59 |

Automatic Block System

Double Track

See pages 6, 7 and 8 for additional trains between Sacramento and Martinez.

Holidays indicated are:

New Year's, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas.

Automatic train control westward track from signal No. 347 to Martinez.

When distant signal 347 indicates caution, trains must not exceed 15 M. P. H. from this distant signal to track magnet located 1250 feet east of Bridge signal SA-337, opposite white mark on bridge.

## EASTWARD Martinez Subdivision. WESTWARD

| Capacity of sidings in car lengths | | Distance from San Francisco | Time Table No. 227<br>February 6, 1938<br>San Ramon Branch<br>STATIONS | Distance from Radum | |
|---|---|---|---|---|---|
| 62 YP | | 38.1 | TO-R AVON<br>2.9 | 29.7 | |
| | | 41.0 | GALINDO<br>1.5 | 26.8 | |
| 22 W | | 42.5 | TO CONCORD<br>2.6 | 25.3 | |
| | | 45.1 | HOOKSTON<br>0.7 | 22.7 | |
| | | 45.8 | LAS JUNTAS<br>Sacramento Northern Ry. Crossing<br>1.5 | 22.0 | |
| | | 47.3 | OXLEY<br>0.9 | 20.5 | |
| 18 | | 48.2 | TO WALNUT CREEK<br>2.4 | 19.6 | |
| | | 50.6 | WIDBERO<br>2.0 | 17.2 | |
| | | 52.6 | ALAMO<br>2.2 | 15.2 | |
| | | 54.8 | DANVILLE<br>1.6 | 13.0 | |
| | | 56.4 | OSAGE<br>1.3 | 11.4 | |
| 21 T | | 57.7 | SAN RAMON<br>3.6 | 10.1 | |
| | | 61.3 | FOREST HOME<br>2.3 | 6.5 | |
| | | 63.6 | DOUGHERTY<br>2.8 | 4.2 | |
| 22 | | 66.4 | ASCO<br>1.4 | 1.4 | |
| I Y P | | 67.8 | Western Pac. Crossing<br>TO RADUM | 0.0 | |
| | | | (29.7) | | |

## EASTWARD Martinez Subdivision. WESTWARD

| Capacity of sidings in car lengths | | Distance from San Francisco | Time Table No. 227<br>February 6, 1938<br>STATIONS | Distance from Benicia Junction | |
|---|---|---|---|---|---|
| P | | 32.4 | BENICIA<br>1.4 | 5.6 | |
| P | | 33.8 | ARMY POINT<br>4.2 | 4.2 | |
| Center 91 P | | 38.0 | BENICIA JUNCTION | 0.0 | |
| | | | (5.6) | | |

## EASTWARD Martinez Subdivision.

| Capacity of Sidings in Car Lengths | THIRD CLASS | | SECOND CLASS | | FIRST CLASS | | | | | | | Distance from San Francisco | Time Table No. 227<br>February 6, 1938<br>STATIONS | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 412<br>Local Freight | 410<br>Freight | | 26<br>Owl | 282<br>Passenger | 52<br>San Joaquin | 202<br>Passenger | 236<br>Passenger | 58<br>Sequoia | 54<br>Sequoia | | | |
| | | Leave Daily Ex. Sunday | Leave Daily Ex. Sunday | | Leave Daily | Leave Daily | Leave Daily | Leave Daily Ex. Sundays and Holidays | Leave Daily Ex. Sundays and Holidays | Leave Daily Ex. Monday | Leave Monday Only | | | |
| WP | | 8.42 AM | 8.50 PM | | 7.37 PM | 5.51 PM | 9.23 AM | 9.05 AM | 7.35 AM | 12.45 AM | 12.35 AM | 34.7 | TO-R MARTINEZ<br>1.3 | Automatic Train Control<br>D. T. |
| P | | | 8.55 | | | | | | f | | | 36.0 | MOCOCO<br>End of Double Track<br>0.8 | |
| | | | | | | f | | | f | | | 36.8 | PEYTON<br>1.3 | |
| 62 YP | | 9.00 | 9.00 | | 7.42 | s 5.57 | 9.28 | s 9.15 AM | s 7.47 AM | f 12.51 | f 12.41 | 38.1 | TO-R AVON<br>3.2 | |
| East 80<br>West 109 WP | | **9.32** | 9.08 | | **7.50** | s 6.02 | **9.32** | | | f 12.56 | f 12.46 | 41.3 | TO PORT CHICAGO<br>1.7 | |
| 60 P | | 9.39 | | | | | | | | f | f | 43.0 | NICHOLS<br>1.8 | |
| 46 P | | 9.50 | 9.13 | | 7.56 | 6.06 | 9.36 | | | 1.00 | 12.50 | 44.8 | McAVOY<br>2.0 | |
| 42 | | | | | | | | | | | | 46.8 | SHELL POINT<br>2.1 | |
| 73 P | | **10.45** | 9.45 | | s 8.03 | s 6.18 | s **9.42** | | | s 1.12 | s 12.59 | 48.9 | TO-R PITTSBURG<br>1.9 | Automatic Block System |
| 12 | | | | | | | | | | | | 50.8 | LOS MEDANOS<br>2.7 | |
| 40 P | | 11.10 | 9.53 | | 8.09 | s 6.25 | 9.48 | | | s 1.23 | s 1.07 | 53.5 | TO ANTIOCH<br>1.6 | |
| | | | | | | | | | | | | 55.1 | JERSEY<br>0.9 | |
| | | | | | | | | | | | | 56.0 | NEWLOVE<br>1.3 | |
| 76 | | **11.32 AM** | 10.00 | | 8.13 | 6.30 | 9.52 | | | 1.28 | 1.12 | 57.3 | NEROLY<br>2.1 | |
| | | | | | | | | | | | | 59.4 | ARBOR<br>2.3 | |
| 48 WP | | 12.10 PM | 10.10 | | 8.18 | s 6.40 | f 9.58 | | | s 1.38 | s 1.20 | 61.7 | TO BRENTWOOD<br>3.0 | |
| | | | | | | | | | | | | 64.7 | SILISAND<br>2.2 | |
| 83 P | | 12.40 | 10.18 | | | s 6.48 | 10.05 | | | f 1.47 | f 1.28 | 66.9 | TO BYRON<br>2.0 | |
| P | | | | | | f | f | | | | | 68.9 | BYRON HOT SPRINGS<br>2.7 | |
| 43 P | | 12.55 | 10.26 | | 8.28 | 6.54 | 10.10 | | | 1.53 | 1.34 | 71.6 | HERDLYN<br>4.1 | |
| 50 P | | 1.10 | 10.33 | | | f 6.59 | 10.15 | | | f **1.58** | f 1.39 | 75.7 | BETHANY<br>3.4 | |
| 38 | | 1.25 | 10.40 | | | **7.04** | | | | 2.02 | | 79.1 | JANNEY<br>3.1 | |
| Term Yard<br>BKWOTY P | | 1.40 PM | 10.50 PM | | s 8.42 PM | s 7.15 PM | s 10.23 AM | | | s 2.10 AM | s 1.50 AM | 82.2 | TO-R TRACY | |
| | | Arrive Daily Ex. Sunday | Arrive Daily Ex. Sunday | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily Ex. Sundays and Holidays | Arrive Daily Ex. Sundays and Holidays | Arrive Daily Ex. Monday | Arrive Monday Only | | (47.5) | |
| | | (4.58)<br>9.53 | (2.00)<br>23.75 | | (1.05)<br>43.84 | (1.24)<br>33.93 | (1.00)<br>47.50 | (0.10)<br>20.40 | (0.12)<br>17.00 | (1.25)<br>33.52 | (1.15)<br>38.00 | | ..........Time over District<br>..........Average Speed per Hour | |

Holidays indicated are:

New Year's, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas.

At Mococo: Schedule time and train orders will apply at the end of double track.

At Port Chicago: Eastward siding is the first track on bay side of the main track. Westward siding is the first track on the station side.

At Shell Point: Location for stop of passenger trains is opposite the platform of the Sacramento Northern Railway.

Nos. 54 and 58 reduce speed at Avon and Byron Hot Springs to 10 miles per hour to dispatch papers.

No. 52 reduce speed at Brentwood to permit safe dispatch registered mail on request Railway Mail Clerk.

No. 282 reduce speed to 20 miles per hour at Byron Hot Springs to dispatch mail.

### ADDITIONAL FLAG STOPS

| Train | At | For Passengers to or Beyond |
|---|---|---|
| 282 | Any Station | Tracy |

## Martinez Subdivision. WESTWARD

### Time Table No. 227

February 6, 1938

| | | STATIONS | Distance from Tracy | FIRST CLASS 25 Owl | 231 Passenger | 201 Passenger | 51 San Joaquin | THIRD CLASS 405 Freight | 411 Local Freight |
|---|---|---|---|---|---|---|---|---|---|
| | | | | Arrive Daily | Arrive Daily | Arrive Daily Ex. Sundays and Holidays | Arrive Daily | Arrive Daily Ex. Monday | Arrive Daily Ex. Sunday |
| Automatic Train Control | D.T. | TO-R MARTINEZ<br>1.3 | 47.5 | 7.10AM | s 12.15PM | s 5.01PM | s 8.01PM | 3.15AM | 11.30AM |
| | | MOCOCO<br>End of Double Track<br>0.8 | 46.2 | | | | | | |
| | | PEYTON<br>1.3 | 45.4 | | | | | | |
| | | TO-R AVON<br>3.2 | 44.1 | 7.04 | s 12.08 | 4.55PM | 7.55 | 3.04 | 11.20 |
| | | TO PORT CHICAGO<br>1.7 | 40.9 | 7.00 | s 12.02PM | | **7.50** | 2.58 | 11.10 |
| | | NICHOLS<br>1.8 | 39.2 | | | | | | |
| | | McAVOY<br>2.0 | 37.4 | 6.56 | 11.55AM | | 7.43 | 2.52 | 10.55 |
| | | SHELL POINT<br>2.1 | 35.4 | | | | | | |
| | | TO-R PITTSBURG<br>1.9 | 33.3 | 6.51 | s 11.50 | | s 7.38 | 2.45 | **10.45**<br>**8.20** |
| Automatic Block System | | LOS MEDANOS<br>2.7 | 31.4 | | | | | | |
| | | TO ANTIOCH<br>1.6 | 28.7 | 6.44 | s 11.40 | | 7.30 | 2.38 | 8.10 |
| | | JERSEY<br>0.9 | 27.1 | | | | | | |
| | | NEWLOVE<br>1.3 | 26.2 | | | | | | |
| | | NEROLY<br>2.1 | 24.9 | 6.39 | **11.32** | | 7.26 | 2.32 | 7.55 |
| | | ARBOR<br>2.3 | 22.8 | | | | | | |
| | | TO BRENTWOOD<br>3.0 | 20.5 | 6.33 | s 11.26 | | | 2.25 | 7.45 |
| | | SILISAND<br>2.2 | 17.5 | | | | | | |
| | | TO BYRON<br>2.0 | 15.3 | 6.27 | s 11.16 | | 7.16 | 2.17 | 7.15 |
| | | BYRON HOT SPRINGS<br>2.7 | 13.3 | | | | | | |
| | | HERDLYN<br>4.1 | 10.6 | | 11.09 | | | 2.10 | 7.00 |
| | | BETHANY<br>3.4 | 6.5 | 6.18 | f 11.04 | | 7.08 | **1.58** | 6.50 |
| | | JANNEY<br>3.1 | 3.1 | | | | **7.04** | 1.48 | 6.40 |
| | | TO-R TRACY | 0.0 | 6.10AM | 10.55AM | | 6.58PM | 1.40AM | 6.30AM |
| | | (47.5) | | Leave Daily | Leave Daily | Leave Daily Ex. Sundays and Holidays | Leave Daily | Leave Daily Ex. Monday | Leave Daily Ex. Sunday |
| | | Time over District.<br>Average speed per hour. | | (1.00)<br>47.50 | (1.20)<br>35.62 | (0.06)<br>24.00 | (1.03)<br>45.23 | (1.35)<br>30.00 | (5.00)<br>9.50 |

Holidays indicated are:

New Year's, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas.

At Mococo: Schedule time and train orders will apply at the end of double track.

At Port Chicago: Eastward siding is the first track on bay side of the main track. Westward siding is the first track on the station side.

At Shell Point: Location for stop of passenger trains is opposite the platform of the Sacramento Northern Railway.

| ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS | | | | |
|---|---|---|---|---|
| Train | At | Receive or Discharge | To (Or Beyond) | From (Or Beyond) |
| 25 | Pittsburg | Discharge | | Fresno |
| 25 | Martinez | Discharge | | Fresno |
| 51 | Brentwood | Discharge | | Fresno |
| 51 | Brentwood | Receive | Berkeley | |

| ADDITIONAL FLAG STOPS | | |
|---|---|---|
| Train | At | Frequency |
| 25 | Martinez | Sundays |

## EASTWARD Martinez Subdivision. WESTWARD

### Time Table No. 227

February 6, 1938

Capay Branch

| Capacity of sidings in car lengths | | Distance from San Francisco | STATIONS | Distance from Capay |
|---|---|---|---|---|
| WY | P | 59.4 | R ELMIRA<br>4.3 | 32.5 |
| | | 63.7 | TO VACAVILLE<br>1.9 | 28.2 |
| | | 65.6 | VIOLET<br>2.9 | 26.3 |
| | 16 | 68.5 | HARTLEY<br>1.8 | 23.4 |
| | | 70.3 | ALLENDALE<br>3.7 | 21.6 |
| | | 74.0 | WOLFSKILL<br>2.0 | 17.9 |
| WT | 15 | 76.0 | TO WINTERS<br>4.3 | 15.9 |
| | | 80.3 | NORTON<br>2.3 | 11.6 |
| | | 82.6 | ARROZ<br>1.0 | 9.3 |
| | | 83.6 | CITRONA<br>3.2 | 8.3 |
| | | 86.8 | MADISON<br>3.1 | 5.1 |
| W | | 89.9 | TO-R ESPARTO<br>2.0 | 2.0 |
| | | 91.9 | CAPAY | 0.0 |
| | | | (32.5) | |

## EASTWARD

# Niles Subdivision.

Time Table No. 227
February 6, 1938

| Capacity of sidings in car lengths | THIRD CLASS | | | SECOND CLASS | | | | | FIRST CLASS | | | | | | | | Distance from San Francisco | STATIONS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 418 | 416 | 408 | 472 | 402 | 422 | 450 | 406 | 278 | 74 | 12 | 252 | 280 | 234 | 232 | 250 | | |
| | Local Freight | Local Freight | Freight | Freight | Freight | Freight | Mdse | Freight | Passenger | Oakland Lark | W. P. Passenger | Passenger | Stockton | Passenger | Passenger | Passenger | | |
| | Leave Daily Ex. Sunday | Leave Daily Ex. Sunday | Leave Daily Ex. Monday | Leave Daily Ex. Sunday | Leave Daily Ex. Sunday | Leave Daily | Leave Daily Ex. Sat., Sun. and Holidays | Leave Daily | Leave Sundays and Holidays | Leave Daily | Leave Daily | Leave Daily | Leave Daily Ex. Sundays and Holidays | Leave Sundays and Holidays | Leave Daily Ex. Sundays and Holidays | Leave Daily | | |
| | | | | | | | | | 8.00PM | 7.40PM | 7.00PM | 5.20PM | 5.00PM | 7.40AM | 7.20AM | 7.00AM | 0.0 | SAN FRANCISCO<br>3.5 |
| | | | | | | | | | 8.20 | 8.00 | 7.20 | 5.40 | 5.20 | 8.00 | 7.40 | 7.20 | 3.5 | OAKLAND PIER |
| BKWI P | | | | | | | | | 8.25PM | 8.15PM | 7.28PM | 5.48PM | 5.28PM | 8.05AM | 7.50AM | 7.30AM | 3.5 | TO-R OAKLAND PIER<br>1.4 |
| Term. Yard BKWOITY P | | | | | | | | | | | | | | | | | 4.9 | Cedar St. Crossing<br>WEST OAKLAND<br>1.0 |
| I P | 10.30AM | 6.30AM | | | | 8.45PM | 7.15PM | | | | 7.34PM | | | | | | 5.9 | Western Pacific Crossing<br>TO-R MAGNOLIA TOWER<br>0.8 |
| I P | | | | | | | | | s 8.35 | s 8.30 | | s 5.55 | s 5.35 | s 8.14 | s 7.59 | s 7.39 | 6.7 | OAKLAND (First Street)<br>1.6 |
| P | | | | | | | | | | | | f | | | | f | 8.3 | EAST OAKLAND<br>1.4 |
| I P | | | | | | | | | s 8.42 | s 8.37 | | s 6.02 | s 5.42 | s 8.21 | s 8.08 | s 7.47 | 9.7 | FRUITVALE<br>3.7 |
| 45 WP | 11.00AM | 7.00 | | | | 9.30PM | 7.32PM | | 8.47 | 8.43PM | | s 6.08 | 5.47 | f 8.27 | f 8.14 | s 7.53AM | 13.4 | TO-R ELMHURST<br>End of Double Track<br>1.4 |
| 31 P | | **7.11** | | | | | | | 8.49 | | | s 6.11 | s 5.49 | s 8.31 | s 8.19 | | 14.8 | TO SAN LEANDRO<br>0.7 |
| | | | | | | | | | | | | f | | | | | 15.5 | SOUTH SAN LEANDRO<br>1.0 |
| | | | | | | | | | | | | f | | f | f | | 16.5 | ESTUDILLO<br>1.0 |
| 31 P | | 7.25 | | | | | | | | | | f **6.20** | | f | f 8.24 | | 17.5 | LORENZO<br>2.6 |
| 100 WP | | 8.00 | | | | | | | f **8.57** | | | s 6.28 | s 5.58 | s 8.42 | s 8.34 | | 20.1 | TO HAYWARD<br>3.9 |
| 28 P | | 8.15 | | | | | | | | | | f 6.35 | **6.05** | **8.48** | | | 24.0 | HALVERN<br>2.5 |
| 27 P | | 8.22 | | | | | | | 9.05 | | | f 6.40 | 6.09 | f 8.54 | f **8.45** | | 26.5 | DECOTO<br>1.1 |
| | | | | | | | | | | | | f | | | | | 27.6 | PABRICO<br>1.6 |
| 68 BKWY P | | 8.35AM | | | | | | | s 9.12 | | | s 6.45PM | s 6.17 | s 9.00 | s 8.55 | | 29.2 | TO-R NILES<br>0.7 |
| IY | | | 4.50AM | 11.28PM | 9.08PM | | | 6.33AM | | | | | | | | | 29.9 | NILES JUNCTION<br>1.8 |
| 75 P | | | 4.55 | 11.33 | 9.13 | | | 6.38 | 9.16 | | | | 6.21 | f 9.04 | f 8.59 | | 31.7 | FARWELL<br>3.9 |
| 95 P | | | 5.05 | 11.43 | 9.23 | | | 6.49 | f 9.23 | | | | f 6.29 | s 9.11 | s 9.06 | | 35.6 | SUNOL<br>2.8 |
| | | | | | | | | | | | | | | f | f | | 38.4 | VERONA<br>2.5 |
| 71 P | | | 5.15 | 11.52 | 9.33 | | | 6.59 | s 9.33 | | | | s 6.38 | s 9.20 | s 9.15 | | 40.9 | TO PLEASANTON<br>1.1 |
| I Y P | | | | | | | | | | | | | | | | | 42.0 | TO RADUM<br>0.4 |
| | | | | | | | | | | | | | | | | | 42.4 | REMILLARD<br>0.6 |
| East 110 West-105 P | | | 5.20 | 11.56PM | 9.37 | | | 7.02 | 9.36 | | | | 6.41 | f 9.23 | f 9.18 | | 43.0 | ELIOT<br>3.9 |
| East 85 West 78 BKW P | | | 5.45 | 12.03AM | 9.55 | | | 7.08 | s 9.45 | | | | s 6.50 | s 9.31 | s 9.30 | | 46.9 | TO-R LIVERMORE<br>1.5 |
| P | | | | | | | | | | | | | | f | f | | 48.4 | TREVARNO<br>2.1 |
| 72 P | | | 5.55 | 12.08 | 10.03 | | | 7.14 | 9.50 | | | | | f 9.37 | f 9.36 | | 50.5 | ULMAR<br>4.5 |
| 93 WT P | | | 6.10 | 12.20 | **10.23** | | | 7.29 | f 10.00 | | | | 7.04 | s 9.46 | s 9.46 | | 55.0 | TO ALTAMONT<br>4.5 |
| 71 P | | | 6.25 | 12.33 | 10.35 | | | **7.45** | **10.08** | | | | 7.10 | f 9.55 | f 9.55 | | 59.5 | CAYLEY<br>3.6 |
| 70 P | | | 6.35 | 12.43 | 10.45 | | | 8.10 | 10.15 | | | | 7.17 | f **10.03** | f **10.03** | | 63.1 | MIDWAY<br>5.6 |
| 22 P | | | | | | | | | | | | | | | | | 68.7 | MEDAL<br>2.1 |
| Term. Yard BKWOTY P | | | 6.55AM | **1.00AM** | 11.00PM | | | 8.30AM | s 10.25PM | | | | s **7.28PM** | s 10.18AM | s 10.18AM | | 70.8 | TO-R TRACY |
| | Arrive Daily Ex. Sunday | Arrive Daily Ex. Sunday | Arrive Daily Ex. Monday | Arrive Daily Ex. Monday | Arrive Daily Ex. Sunday | Arrive Daily | Arrive Daily Ex. Sat., Sun. and Holidays | Arrive Daily | Arrive Sundays and Holidays | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily Ex. Sundays and Holidays | Arrive Sundays and Holidays | Arrive Daily Ex. Sundays and Holidays | Arrive Daily | | (67.3) |
| | (0.30)<br>17.00 | (2.05)<br>11.66 | (2.05)<br>19.63 | (1.32)<br>26.67 | (1.52)<br>21.91 | (0.45)<br>10.00 | (0.17)<br>26.47 | (1.57)<br>20.97 | (2.00)<br>33.65 | (0.28)<br>21.21 | (0.06)<br>24.00 | (0.57)<br>27.05 | (2.00)<br>33.75 | (2.13)<br>30.36 | 2.28)<br>27.28 | (0.23)<br>25.82 | | Time over District<br>Average Speed per Hour |

Oakland Ferry

Double Track

Automatic Block System

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

| Train | At | Receive or Discharge | For Passengers To or From |
|---|---|---|---|
| 232-234 | Bonita | Receive or Discharge | Any Station |
| 232 | Cherryland | Receive or Discharge | Any Station |
| 232 | Cherry, Harder and Tennyson | Receive or Discharge | Any Station |
| 234 | Tennyson | Receive or Discharge | Any Station |
| 252 | Cherry, Harder and Tennyson | Receive or Discharge | Any Station |

At Eliot: Eastward siding is first siding north of main track.
Westward siding is second siding north of main track.

At Livermore: Eastward siding is opposite station extending 4600 feet westward.
Westward siding is 2000 feet east of station extending 4000 feet eastward.

At Niles schedule time and train orders for westward trains via Decoto will apply at the junction switch located 550 feet west of the station building.

Holidays indicated are: New Year's, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas.

# Time Table No. 227
February 6, 1938

| STATIONS | Distance from Tracy | FIRST CLASS | | | | | | | | SECOND CLASS | THIRD CLASS | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 253 | 251 | 11 | 73 | 279 | 95 | 255 | 235 | 451 | 401 | 409 | 419 | 437 | 417 | 473 |
| | | Passenger | Passenger | W. P. Passenger | Oakland Lark | Stockton | Passenger | Passenger | Passenger | Mdse | Freight | Freight | Freight | Local Freight | Local Freight | Freight |
| | | Arrive Daily Ex. Sundays and Holidays | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily Ex.Sun.,Mon. and Holidays | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily Ex. Sunday | Arrive Daily Ex. Sunday | Arrive Daily |
| SAN FRANCISCO<br>3.5 | 70.8 | 7.12AM | 8.12AM | 8.52AM | 9.52AM | 9.52AM | 12.12PM | 7.32PM | 10.12PM | | | | | | | |
| OAKLAND PIER | 67.3 | 6.52 | 7.52 | 8.32 | 9.32 | 9.32 | 11.52AM | 7.12 | 9.52 | | | | | | | |
| TO-R OAKLAND PIER<br>1.4 | 67.3 | s 6.40AM | s 7.44AM | s 8.20AM | s 9.17AM | s 9.25AM | s 11.45AM | s 7.00PM | s 9.40PM | | | | | | | |
| Cedar St. Crossing<br>WEST OAKLAND<br>1.0 | 65.9 | | | | | | | | | | | | | | | |
| Western Pacific Crossing<br>TO-R MAGNOLIA TOWER<br>0.8 | 64.9 | | | 8.13AM | | | | | | 8.35AM | | | 3.30AM | 3.30PM | 5.55PM | |
| OAKLAND (First St.)<br>1.6 | 64.1 | s 6.30 | s 7.34 | | s 9.07 | s 9.17 | s 11.37 | s 6.52 | s 9.30 | | | | | | | |
| EAST OAKLAND<br>1.4 | 62.5 | f | | | | | | | | | | | | | | |
| FRUITVALE<br>3.7 | 61.1 | s 6.22 | s 7.25 | | s 8.55 | s 9.09 | s 11.30 | s 6.42 | s 9.20 | | | | | | | |
| TO-R ELMHURST<br>End of Double Track<br>1.4 | 57.4 | s 6.16 | s 7.16 | | 8.47AM | 9.03 | 11.24 | s 6.35 | 9.12 | 8.12AM | | | 3.00AM | 3.05 | 5.25PM | |
| TO SAN LEANDRO<br>0.7 | 56.0 | s 6.13 | s **7.11** | | | 9.01 | 11.22 | s 6.29 | f 9.09 | | | | | 3.00 | | |
| SOUTH SAN LEANDRO<br>1.0 | 55.3 | f | f | | | | | f | | | | | | | | |
| ESTUDILLO<br>1.0 | 54.3 | f | f | | | | | f | | | | | | | | |
| LORENZO<br>2.6 | 53.3 | f 6.06 | s 7.02 | | | 8.57 | | f **6.20** | | | | | | 2.50 | | |
| TO HAYWARD<br>3.9 | 50.7 | s 5.59 | s 6.57 | | | 8.53 | f 11.14 | s 6.14 | s **8.57** | | | | | 2.40 | | |
| HALVERN<br>2.5 | 46.8 | f 5.52 | f 6.49 | | | **8.48** | | f **6.05** | | | | | | 1.53 | | |
| DECOTO<br>1.1 | 44.3 | f 5.47 | s 6.44 | | | **8.45** | 11.06 | f 5.55 | f 8.47 | | | | | 1.45 | | |
| PABRICO<br>1.6 | 43.2 | | f | | | | | f | | | | | | | | |
| TO-R NILES<br>0.7 | 41.6 | 5.42AM | 6.39AM | | | s 8.40 | s 11.03 | 5.50PM | s 8.43 | | | | | 1.30PM | | |
| NILES JUNCTION<br>1.8 | 40.9 | | | | | | | | | | 2.35AM | 3.35AM | | | | 11.17PM |
| FARWELL<br>3.9 | 39.1 | | | | | 8.34 | 10.57 | | f 8.34 | | 2.29 | 3.25 | | | | 11.12 |
| SUNOL<br>2.8 | 35.2 | | | | | f 8.27 | 10.51 | | f 8.28 | | 2.19 | 3.15 | | | | 11.02 |
| VERONA<br>2.5 | 32.4 | | | | | | | | | | | | | | | |
| TO PLEASANTON<br>1.1 | 29.9 | | | | | s 8.19 | f 10.44 | | s 8.20 | | 2.09 | 3.05 | | | | 10.52 |
| TO RADUM<br>0.4 | 28.8 | | | | | | | | | | | | | | | |
| REMILLARD<br>0.6 | 28.4 | | | | | | | | | | | | | | | |
| ELIOT<br>3.9 | 27.8 | | | | | 8.14 | 10.40 | | f 8.15 | | 2.05 | 3.00 | | | | 10.48 |
| TO-R LIVERMORE<br>1.5 | 23.9 | | | | | s 8.09 | s 10.35 | | s 8.10 | | 1.58 | 2.50 | | | | 10.40 |
| TREVARNO<br>2.1 | 22.4 | | | | | | | | f | | | | | | | |
| ULMAR<br>4.5 | 20.3 | | | | | 8.01 | 10.28 | | f 8.02 | | 1.51 | 2.31 | | | | 10.33 |
| TO ALTAMONT<br>4.5 | 15.8 | | | | | 7.54 | 10.21 | | f 7.55 | | 1.40 | 2.20 | | | | **10.23** |
| CAYLEY<br>3.6 | 11.3 | | | | | **7.45** | 10.12 | | 7.45 | | 1.25 | 2.00 | | | | **10.08** |
| MIDWAY<br>5.6 | 7.7 | | | | | 7.39 | **10.03** | | f 7.38 | | 1.15 | 1.50 | | | | 9.40 |
| MEDAL<br>2.1 | 2.1 | | | | | | | | | | | | | | | |
| TO-R TRACY | 0.0 | | | | | 7.30AM | 9.50AM | | **7.28**PM | | **1.00**AM | 1.30AM | | | | 9.20PM |
| (67.3) | | Leave Daily Ex. Sundays and Holidays | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily Ex.Sun.,Mon. and Holidays | Leave Daily | Leave Daily | Leave Daily | Leave Daily Ex. Sunday | Leave Daily Ex. Sunday | Leave Daily |
| Time over District<br>Average Speed per Hour | | (0.58)<br>26.53 | (1.05)<br>23.72 | (0.07)<br>20.57 | (0.30)<br>19.80 | (1.55)<br>35.11 | (1.55)<br>35.11 | (1.10)<br>20.60 | (2.12)<br>30.59 | (0.23)<br>20.87 | (1.35)<br>25.83 | (2.05)<br>19.63 | (0.30)<br>17.00 | (2.00)<br>11.66 | (0.30)<br>17.00 | (1.57)<br>20.97 |

Oakland Ferry

Double Track

Automatic Block System

Holidays indicated are: New Year's, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas.

At Eliot: Eastward siding is first siding north of main track.
Westward siding is second siding north of main track.

At Livermore: Eastward siding is opposite station extending 4600 feet westward.
Westward siding is 2000 feet east of station extending 4000 feet eastward.

At Niles schedule time and train orders for westward trains via Decoto will apply at the junction switch located 550 feet west of the station building.

**ADDITIONAL FLAG STOPS TO DISCHARGE PASSENGERS**

| Train | At | For Passengers From or Beyond |
|---|---|---|
| 235 | Any Station West of Niles | Sunol |
| 279 | San Leandro | Stockton and San Jose |

**ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS**

| Train | At | For Passengers To or From |
|---|---|---|
| 251-253 and 255 | Tennyson, Harder and Cherry | Any Station |

# EASTWARD

# Lathrop Subdivision

## Time Table No. 227

February 6, 1938

| Capacity of Sidings in Car Lengths | THIRD CLASS | | SECOND CLASS | FIRST CLASS | | | | | | | | | | Distance from San Francisco Via Niles | STATIONS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 424 | 454 | 410 | 278 | 26 | 282 | 280 | 52 | 232 | 234 | 59 | 58 | 54 | | |
| | Local Freight | Freight | Freight | Passenger | Owl | Passenger | Stockton | San Joaquin | Passenger | Passenger | West Coast | Sequoia | Sequoia | | |
| | Leave Daily Ex. Sunday | Leave Daily Ex. Sunday | Leave Daily Ex. Sunday | Leave Sundays and Holidays | Leave Daily | Leave Daily | Leave Daily Ex. Sundays and Holidays | Leave Daily | Leave Daily Ex. Sundays and Holidays | Leave Sundays and Holidays | Leave Daily | Leave Daily Ex. Monday | Leave Monday Only | | |
| Term. Yard<br>BKWOTY P | 7.00 AM | 2.30 AM | 1.30 AM | 10.28 PM | 8.50 PM | 7.35 PM | 7.33 PM | 10.29 AM | 10.26 AM | 10.26 AM | | 2.25 AM | 2.00 AM | 70.8 | TO-R TRACY<br>3.1 |
| P | | | | | | | | 10.34 | f 10.31 | f 10.31 | | 2.30 | 2.05 | 73.9 | BANTA<br>2.9 |
| Spur | | | | | | | | | | | | | | 76.8 | WINSHIP<br>1.5 |
| I P | | | | | | | | | | | | | | 78.3 | SAN JOAQUIN RIVER DRAWBRIDGE<br>3.2 |
| Eastward 67<br>Westward 77<br>Fresno 50<br>WY I P | 7.30 AM | 3.00 | 2.00 AM | 10.42 | 9.08 PM | f 7.53 | 7.48 | s 10.46 AM | s 10.43<br>10.48 | s 10.43<br>10.48 | 6.50 AM | s 2.42 AM | s 2.17 AM | 81.5 | TO-R LATHROP<br>4.6 |
| P | | | | | | f 8.00 | | | f 10.56 | s 10.56 | | | | 86.1 | FRENCH CAMP<br>1.6 |
| I | | | | | | | | | | | | | | 87.7 | T. S. Ry. Crossing<br>3.2 |
| I | | | | | | | | | | | | | | | A. T. & S. F. Crossing<br>S. E. R. R. Crossing |
| Yard<br>BKWOITY P | | 3.30 AM | | s 10.55<br>11.00 | | s 8.08<br>8.20 | s 8.00<br>8.05 | | s 11.05<br>11.12 | s 11.05<br>11.12 | s 7.05<br>7.20 | | | 90.9 | TO-R STOCKTON<br>1.4 |
| I P | | | | | | | | | | | | | | 92.3 | STOCKTON TOWER No. 4<br>W. P. Crossing<br>0.4 |
| Spur P | | | | | | | | | | | | | | 92.7 | EL PINAL<br>0.8 |
| Spur | | | | | | | | | | | | | | 93.5 | JARN<br>0.4 |
| W | | | | | | | | | | | | | | 93.9 | AKERS<br>1.1 |
| P | | | | | | | | | | | | | | 95.0 | End of Double Track<br>1.6 |
| 125 P | | | | | | f | | | | | | | | 96.6 | CASTLE<br>1.5 |
| Spur | | | | | | | | | | | | | | 98.1 | TOMSPUR<br>2.1 |
| 125 P | | | | | | f | | | | | | | | 100.2 | ARMSTRONG<br>3.1 |
| BKWOY P<br>125 | | | | s 11.20 PM | | s 8.50 | s 8.25 PM | | s 11.37 | s 11.35 | s 7.45 | | | 103.3 | C. C. T. Co. Crossing<br>LODI<br>1.8 |
| Spur P | | | | | | f | | | | | | | | 105.1 | URGON<br>1.1 |
| 125 P | | | | | | f 8.57 | | | s 11.44 | f 11.40 | 7.51 | | | 106.2 | ACAMPO<br>3.3 |
| 125 P | | | | | | f | | | f | f | | | | 109.5 | FOREST LAKE<br>2.2 |
| WOY P<br>176 | | | | | | s 9.09 | | | s 11.53 AM | s 11.49 AM | 8.00 | | | 111.7 | GALT<br>3.8 |
| 125 P | | | | | | f | | | | | | | | 115.5 | NEED<br>2.0 |
| P | | | | | | f | | | | | | | | 117.5 | ARNO<br>2.0 |
| 128 P | | | | | | f | | | f | f | | | | 119.5 | McCONNELL<br>3.4 |
| 133 P | | | | | | f 9.27 | | | s 12.09 PM | s 12.04 PM | 8.16 | | | 122.9 | ELK GROVE<br>2.8 |
| 125 P | | | | | | f | | | | | | | | 125.7 | MEADOWS<br>3.3 |
| 135 WP | | | | | | f 9.36 | | | s 12.17 | f 12.12 | 8.25 | | | 129.0 | FLORIN<br>3.0 |
| P | | | | | | | | | | | | | | 132.0 | POLK<br>1.2 |
| WP | | | | | | f 9.45 PM | | | f 12.25 PM | f 12.20 PM | 8.35 AM | | | 133.2 | BRIGHTON |
| | Arrive Daily Ex. Sunday | Arrive Daily Ex. Sunday | Arrive Daily Ex. Sunday | Arrive Sundays and Holidays | Arrive Daily | Arrive Daily | Arrive Daily Ex. Sundays and Holidays | Arrive Daily | Arrive Daily Ex. Sundays and Holidays | Arrive Sundays and Holidays | Arrive Daily | Arrive Daily Ex. Monday | Arrive Monday Only | | (62.4) |
| | (0.30)<br>21.40 | (1.00)<br>20.10 | (0.30)<br>21.40 | (0.52)<br>37.50 | (0.18)<br>35.66 | (2.10)<br>28.77 | (0.52)<br>37.50 | (0.17)<br>37.76 | (1.59)<br>31.46 | (1.54)<br>32.84 | (1.45)<br>29.54 | (0.17)<br>37.76 | (0.17)<br>37.76 | | ..........Time over District..........<br>..........Average Speed per Hour.......... |

D. T.

Double Track

Double Track

Automatic Block System

Centralized Traffic Control System

Single track over San Joaquin River Drawbridge; trains will be governed by interlocking signals.

Holidays indicated are:

New Year's, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas.

No. 59 reduce speed to 15 M. P. H. at Acampo and Galt to dispatch mail.

**ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS**

| Train | At | Receive or Discharge | To or Beyond | From or Beyond |
|---|---|---|---|---|
| 59 | Any Station | Receive | Beyond Sacramento | |
| 59 | Any Station | Discharge | | Fresno |
| 232 & 234 | Any Station | Receive | Sacramento | |
| 232 & 234 | Any Station | Discharge | | Stockton |

## Time Table No. 227

February 6, 1938

Automatic Block System: Tracy to Brighton. D. T.: Tracy to San Joaquin River Drawbridge. Double Track: San Joaquin River Drawbridge to Stockton; Stockton Tower No. 4 to End of Double Track. Centralized Traffic Control System: End of Double Track to Brighton.

| STATIONS | Distance from Brighton | FIRST CLASS |  |  |  |  |  |  | SECOND CLASS | THIRD CLASS |  |
|---|---|---|---|---|---|---|---|---|---|---|---|
|  |  | 279 | 95 | 231 | 235 | 51 | 239 | 60 | 405 | 425 | 455 |
|  |  | Stockton | Passenger | Passenger | Passenger | San Joaquin | Passenger | West Coast | Freight | Local Freight | Freight |
|  |  | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily Ex. Sunday | Arrive Daily Ex. Sunday | Arrive Daily Ex. Sunday |
| TO-R TRACY | 62.4 | s 7.26 AM | s 9.40 AM | s 10.45 AM | s 6.43 PM | s 6.47 PM | s 7.03 PM |  | 9.10 PM | 1.30 PM | 8.00 PM |
| 3.1 |  |  |  |  |  |  |  |  |  |  |  |
| BANTA | 59.3 |  |  | f 10.37 |  |  |  |  |  |  |  |
| 2.9 |  |  |  |  |  |  |  |  |  |  |  |
| WINSHIP | 56.4 |  |  |  |  |  |  |  |  |  |  |
| 1.5 |  |  |  |  |  |  |  |  |  |  |  |
| SAN JOAQUIN RIVER DRAWBRIDGE | 54.9 |  |  |  |  |  |  |  |  |  |  |
| 3.2 |  |  |  |  |  |  |  |  |  |  |  |
| TO-R LATHROP | 51.7 | 7.12 | 9.20 AM | s 10.25 | 6.29 | 6.32 PM | 6.48 PM | 9.13 PM | 8.40 PM | 1.00 PM | 7.25 |
| 4.6 |  |  |  |  |  |  |  |  |  |  |  |
| FRENCH CAMP | 47.1 |  |  | f 10.09 |  |  |  |  |  |  |  |
| 1.6 |  |  |  |  |  |  |  |  |  |  |  |
| T. S. Ry. Crossing | 45.5 |  |  |  |  |  |  |  |  |  |  |
| 3.2 |  |  |  |  |  |  |  |  |  |  |  |
| A. T. & S. F. Crossing<br>S. E. R. R. Crossing |  |  |  |  |  |  |  |  |  |  |  |
| TO-R STOCKTON | 42.3 | 7.01<br>s 6.57 |  | 10.00<br>s 9.50 | 6.18<br>s 6.08 |  |  | 9.00<br>s 8.43 |  |  | 7.00 PM |
| 1.4 |  |  |  |  |  |  |  |  |  |  |  |
| STOCKTON TOWER No. 4<br>W. P. Crossing | 40.9 |  |  |  |  |  |  |  |  |  |  |
| 0.4 |  |  |  |  |  |  |  |  |  |  |  |
| EL PINAL | 40.5 |  |  |  |  |  |  |  |  |  |  |
| 0.8 |  |  |  |  |  |  |  |  |  |  |  |
| JARN | 39.7 |  |  |  |  |  |  |  |  |  |  |
| 0.4 |  |  |  |  |  |  |  |  |  |  |  |
| AKERS | 39.3 |  |  |  |  |  |  |  |  |  |  |
| 1.1 |  |  |  |  |  |  |  |  |  |  |  |
| End of Double Track | 38.2 |  |  |  |  |  |  |  |  |  |  |
| 1.6 |  |  |  |  |  |  |  |  |  |  |  |
| CASTLE | 36.6 |  |  |  |  |  |  |  |  |  |  |
| 1.5 |  |  |  |  |  |  |  |  |  |  |  |
| TOMSPUR | 35.1 |  |  |  |  |  |  |  |  |  |  |
| 2.1 |  |  |  |  |  |  |  |  |  |  |  |
| ARMSTRONG | 33.0 |  |  |  |  |  |  |  |  |  |  |
| 3.1 |  |  |  |  |  |  |  |  |  |  |  |
| C. C. T. Co. Crossing<br>LODI | 29.9 | 6.40 AM |  | s 9.30 | s 5.50 |  |  | s 8.25 |  |  |  |
| 1.8 |  |  |  |  |  |  |  |  |  |  |  |
| URGON | 28.1 |  |  |  |  |  |  |  |  |  |  |
| 1.1 |  |  |  |  |  |  |  |  |  |  |  |
| ACAMPO | 27.0 |  |  | s 9.16 | s 5.38 |  |  | 8.15 |  |  |  |
| 3.3 |  |  |  |  |  |  |  |  |  |  |  |
| FOREST LAKE | 23.7 |  |  | f |  |  |  |  |  |  |  |
| 2.2 |  |  |  |  |  |  |  |  |  |  |  |
| GALT | 21.5 |  |  | s 9.10 | s 5.32 |  |  | 8.09 |  |  |  |
| 3.8 |  |  |  |  |  |  |  |  |  |  |  |
| NEED | 17.7 |  |  |  | f |  |  |  |  |  |  |
| 2.0 |  |  |  |  |  |  |  |  |  |  |  |
| ARNO | 15.7 |  |  | f |  |  |  |  |  |  |  |
| 2.0 |  |  |  |  |  |  |  |  |  |  |  |
| McCONNELL | 13.7 |  |  | f | f |  |  |  |  |  |  |
| 3.4 |  |  |  |  |  |  |  |  |  |  |  |
| ELK GROVE | 10.3 |  |  | s 8.54 | s 5.16 |  |  | 7.57 |  |  |  |
| 2.8 |  |  |  |  |  |  |  |  |  |  |  |
| MEADOWS | 7.5 |  |  |  |  |  |  |  |  |  |  |
| 3.3 |  |  |  |  |  |  |  |  |  |  |  |
| FLORIN | 4.2 |  |  | s 8.47 | s 5.08 |  |  | 7.50 |  |  |  |
| 3.0 |  |  |  |  |  |  |  |  |  |  |  |
| POLK | 1.2 |  |  |  |  |  |  |  |  |  |  |
| 1.2 |  |  |  |  |  |  |  |  |  |  |  |
| BRIGHTON | 0.0 |  |  | 8.40 AM | 5.00 PM |  |  | 7.45 PM |  |  |  |
| (62.4) |  | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily Ex. Sunday | Leave Daily Ex. Sunday | Leave Daily Ex. Sunday |
| Time over District<br>Average Speed per Hour |  | (0.46)<br>42.39 | (0.20)<br>32.10 | (2.05)<br>29.95 | (1.43)<br>36.35 | (0.15)<br>42.80 | (0.15)<br>42.80 | (1.28)<br>35.25 | (0.30)<br>21.40 | (0.30)<br>21.40 | (1.00)<br>20.10 |

Single track over San Joaquin River Drawbridge; trains will be governed by interlocking signals.

Holidays indicated are:

New Year's, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas.

No. 60 will not stop at station at Lathrop but will use east leg of wye to the Merced Subdivision.

No. 60 reduce speed to 15 miles per hour at Elk Grove to dispatch mail.

**ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS**

| Train | At | Receive or Discharge | To or Beyond | From or Beyond |
|---|---|---|---|---|
| 60 | Any Station | Receive | Modesto |  |
| 60 | Any Station | Discharge |  | Roseville |

## EASTWARD

## Merced Subdivision

**Time Table No. 227**

**February 6, 1938**

Automatic Block System

| Capacity of Sidings in Car Lengths | THIRD CLASS | | SECOND CLASS | | FIRST CLASS | | | | | Distance from San Francisco Via Antioch | STATIONS |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | **426**<br>Local Freight<br>Leave Daily Ex. Sunday | **424**<br>Local Freight<br>Leave Daily Ex. Sunday | **410**<br>Freight<br>Leave Daily Ex. Sunday | **420**<br>Freight<br>Leave Daily | **60**<br>West Coast<br>Leave Daily | **26**<br>Owl<br>Leave Daily | **52**<br>San Joaquin<br>Leave Daily | **58**<br>Sequoia<br>Leave Daily Ex. Monday | **54**<br>Sequoia<br>Leave Mon. Only | | |
| Eastward 67<br>Fresno 50<br>IWY P | | 7.40AM | 2.00AM | 12.15AM | 9.13PM | 9.08PM | 10.55AM | 2.43AM | 2.18AM | 92.9 | TO-R LATHROP<br>0.9 |
| I P | | | | | | | | | | 93.8 | W. P. Crossing<br>3.0 |
| 74 P | | 8.10 | 2.20 | 12.35 | s 9.22 | f 9.15 | 11.01 | s 2.53 | s 2.27 | 96.8 | TO MANTECA<br>2.6 |
| 118 P | | 8.16 | 2.25 | 12.40 | 9.25 | 9.18 | 11.04 | 2.56 | 2.30 | 99.4 | CALLA<br>1.2 |
| P | | | | | | | | | | 100.6 | WESTON<br>2.7 |
| 78 P | | **9.00** | **2.38** | 12.46 | 9.29 | 9.22 | 11.08 | s 3.05 | s **2.38** | 103.3 | TO RIPON<br>3.1 |
| 87 P | | **9.15** | 2.50 | 12.51 | 9.33 | 9.26 | 11.12 | s 3.13 | s 2.44 | 106.4 | TO SALIDA<br>1.7 |
| | | | | | | | | | | 108.1 | COVELL<br>5.0 |
| No 1, 98<br>No 2, 113<br>No. 3, 127<br>BKOW P | | 10.30 | 3.15 | 1.05 | s 9.47 | s 9.40 | s **11.28** | s 3.33 | s 3.03 | 113.1 | TO-R MODESTO<br>1.6 |
| I P | | | | | | | | | | 114.7 | T. S. Ry. Crossing<br>2.7 |
| 70 P | | **10.54** | 3.25 | 1.15 | 9.55 | 9.47 | 11.35 | s 3.43 | s 3.12 | 117.4 | TO CERES<br>3.4 |
| 67 P | | 11.15 | 3.30 | 1.20 | **9.59** | **9.51** | 11.39 | 3.48 | 3.17 | 120.8 | KEYES<br>5.4 |
| 81 B P | | **11.50**AM | 3.45 | 1.30 | s 10.10 | s 10.02 | s **11.50** | s 4.01 | s 3.31 | 126.2 | TO-R TURLOCK<br>3.1 |
| Spur | | | | | | | | | | 129.3 | ALCANT<br>2.6 |
| 92 P | | 12.20PM | 4.00 | 1.40 | 10.18 | 10.09 | 11.58AM | f 4.10 | f 3.38 | 131.9 | DELHI<br>4.5 |
| 79 W P | | 1.00 | **4.18** | 1.48 | 10.24 | f 10.16 | 12.04PM | s **4.18** | s 3.48 | 136.4 | TO LIVINGSTON<br>2.5 |
| | | | | | | | | | | 138.9 | ARENA<br>4.3 |
| 70 P | | 2.00 | 4.50 | 2.00 | 10.34 | f 10.26 | 12.11 | f 4.30 | f 3.58 | 143.2 | TO ATWATER<br>1.6 |
| 33 | | | | | | | | | | 144.8 | BUHACH<br>2.6 |
| 130 P | | 2.15 | 5.00 | 2.08 | 10.38 | 10.30 | 12.15 | | | 147.4 | FERGUS<br>3.1 |
| 90<br>BKWOT P | 10.30AM | 2.30PM | 5.15AM | 2.40 | s 10.59 | s 10.40 | s 12.28 | s 5.03 | s 4.20 | 150.5 | TO-R MERCED<br>1.4 |
| | | | | | | | | | | 151.9 | CREEGAN<br>4.7 |
| 70 P | 11.00 | | | 3.10 | 11.09 | 10.49 | 12.36 | f **5.14** | f 4.30 | 156.6 | LINGARD<br>3.9 |
| 74 P | 11.20 | | | 3.20 | 11.13 | 10.53 | 12.40 | f 5.23 | f 4.35 | 160.5 | ATHLONE<br>5.3 |
| Spur | | | | | | | | | | 165.8 | SIERRA VISTA<br>1.1 |
| 79 P | 11.53AM | | | 3.32 | 11.20 | 11.00 | 12.47 | f 5.31 | f 4.42 | 166.9 | MINTURN<br>1.3 |
| 37 W P | **12.05**PM<br>**1.30** | | | | 11.22 | f 11.03 | **12.49** | s 5.35 | s 4.46 | 168.2 | TO CHOWCHILLA<br>4.8 |
| 74 P | 1.50 | | | 3.42 | 11.27 | 11.08 | 12.54 | f 5.42 | f **4.57** | 173.0 | FAIRMEAD<br>3.5 |
| 69 WT P | 2.25 | | | 3.49 | 11.31 | 11.12 | | f 5.47 | f 5.04 | 176.5 | BERENDA<br>2.7 |
| 100 P | 2.35 | | | 3.55 | 11.34 | 11.15 | 1.00 | 5.50 | 5.07 | 179.2 | NOTARB<br>4.7 |
| 145 P | 3.45 | | | 4.07 | s 11.42 | s 11.23 | s 1.08 | s 6.00 | s 5.16 | 183.9 | TO MADERA<br>2.8 |
| | 4.00 | | | | | | | | | 186.7 | BORDEN<br>3.5 |
| 75 P | 4.24<br>4.34 | | | **4.35** | 11.50 | 11.31 | 1.15 | **6.09** | 5.25 | 190.2 | IRRIGOSA<br>3.3 |
| | | | | | | | | f | f | 193.5 | THARSA<br>2.1 |
| 78 W P | 4.48 | | | 5.00 | 11.56PM | 11.37 | 1.21 | f 6.17 | f 5.32 | 195.6 | HERNDON<br>3.7 |
| P | | | | | | | | | | 199.3 | BIOLA JCT.<br>2.5 |
| Term. Yard<br>W P | 5.00 | | | 5.10 | 12.03AM | 11.43 | 1.28 | 6.23 | 5.39 | 201.8 | FRESNO YARD<br>1.4 |
| I | | | | | | | | | | 203.2 | F. T. Co. Crossing<br>2.3 |
| Term. Yard<br>BKWOTY P | 5.20PM | | | **5.30**AM | s 12.15AM | s 11.55PM | s 1.40PM | s 6.35AM | s 5.55AM | 205.5 | TO-R FRESNO |
| | Arrive Daily Ex. Sunday | Arrive Daily Ex. Sunday | Arrive Daily Ex. Sunday | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily Ex. Monday | Arrive Mon. Only | | (112.6) |
| | (6.50)<br>8.05 | (6.50)<br>8.43 | (3.15)<br>17.72 | (5.15)<br>21.45 | (3.02)<br>37.12 | (2.47)<br>40.45 | (2.45)<br>40.94 | (3.52)<br>29.10 | (3.37)<br>31.13 | | Time over District<br>Average Speed per Hour |

**ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS**

| Train | At | Receive or Discharge | To (Or Beyond) | From (Or Beyond) |
|---|---|---|---|---|
| 52 | Manteca, Ripon, Salida, Ceres, Livingston, Atwater, Chowchilla | Receive<br>Discharge | Bakersfield<br><br> | <br>Lathrop |
| 60 | Any Station | Discharge | | Stockton |

Nos. 58 and 54 reduce speed to 10 M. P. H. at Delhi and Atwater to dispatch papers.

Additional Stations { Cluster, M. P. 155.9.
Labranza, M. P. 163.3. (Spur)

## Time Table No. 227

February 6, 1938

## Merced Subdivision

## WESTWARD

|  | STATIONS | Distance from Fresno | 59 West Coast Arrive Daily | 95 Passenger Arrive Daily | 51 San Joaquin Arrive Daily | 239 Passenger Arrive Daily | 423 Freight Arrive Daily | 405 Freight Arrive Daily Ex. Sunday | 421 Freight Arrive Daily | 425 Local Freight Arrive Daily Ex. Sunday | 427 Local Freight Arrive Daily Ex. Sunday |
|---|---|---|---|---|---|---|---|---|---|---|---|
|  |  |  | FIRST CLASS |  |  |  | SECOND CLASS |  |  | THIRD CLASS |  |
| TO-R | LATHROP | 112.6 | 6.50AM | s 9.15AM | s 6.30PM | s 6.46PM | 9.40AM | 8.35PM | 11.45PM | 12.50PM |  |
|  | 0.9 |  |  |  |  |  |  |  |  |  |  |
|  | W. P. Crossing | 111.7 |  |  |  |  |  |  |  |  |  |
|  | 3.0 |  |  |  |  |  |  |  |  |  |  |
| TO | MANTECA | 108.7 |  | s 9.09 |  | f 6.40 | 9.31 | 8.25 | 11.35 | 12.40 |  |
|  | 2.6 |  |  |  |  |  |  |  |  |  |  |
|  | CALLA | 106.1 | 6.40 | 9.04 | 6.21 | 6.37 | 9.27 | 8.00 | 11.31 | 12.30 |  |
|  | 1.2 |  |  |  |  |  |  |  |  |  |  |
|  | WESTON | 104.9 |  |  |  |  |  |  |  |  |  |
|  | 2.7 |  |  |  |  |  |  |  |  |  |  |
| TO | RIPON | 102.2 | 6.36 | f **9.00** |  |  | 9.20 | 7.43 | 11.25 | 12.20PM |  |
|  | 3.1 |  |  |  |  |  |  |  |  |  |  |
| TO | SALIDA | 99.1 | 6.32 | f 8.53 | 6.14 | 6.30 | **9.15** | 7.25 | 11.20 | 11.59AM |  |
|  | 1.7 |  |  |  |  |  |  |  |  |  |  |
|  | COVELL | 97.4 |  |  |  |  |  |  |  |  |  |
|  | 5.0 |  |  |  |  |  |  |  |  |  |  |
| TO-R | MODESTO | 92.4 | s 6.23 | s 8.43 | s 6.07 | s 6.23 | 9.00 | 7.10 | 11.05 | **11.28** |  |
|  | 1.6 |  |  |  |  |  |  |  |  |  |  |
|  | T. S. Ry. Crossing | 90.8 |  |  |  |  |  |  |  |  |  |
|  | 2.7 |  |  |  |  |  |  |  |  |  |  |
| TO | CERES | 88.1 |  | f 8.29 |  |  | 8.50 | 6.35 | 10.25 | **10.54** |  |
|  | 3.4 |  |  |  |  |  |  |  |  |  |  |
|  | KEYES | 84.7 | 6.06 | f 8.24 | 5.52 | 6.03 | 8.43 | 6.29 | **9.59**<br>**9.51** | 10.30 |  |
|  | 5.4 |  |  |  |  |  |  |  |  |  |  |
| TO-R | TURLOCK | 79.3 | s 6.00 | s 8.17 | s 5.47 | s 5.57 | 8.35 | 6.20 | 9.33 | 10.15 |  |
|  | 3.1 |  |  |  |  |  |  |  |  |  |  |
|  | ALCANT | 76.2 |  |  |  |  |  |  |  |  |  |
|  | 2.6 |  |  |  |  |  |  |  |  |  |  |
|  | DELHI | 73.6 | 5.50 | f 8.07 |  |  | **8.25** | 6.03 | 9.24 | **8.25** |  |
|  | 4.5 |  |  |  |  |  |  |  |  |  |  |
| TO | LIVINGSTON | 69.1 | 5.46 | s **8.01** | 5.31 | 5.39 | 8.15 | 5.56 | 9.16 | **8.01** |  |
|  | 2.5 |  |  |  |  |  |  |  |  |  |  |
|  | ARENA | 66.6 |  |  |  |  |  |  |  |  |  |
|  | 4.3 |  |  |  |  |  |  |  |  |  |  |
| TO | ATWATER | 62.3 | 5.39 | s **7.51** | 5.25 | 5.32 | **7.51** | 5.45 | 9.07 | 7.05 |  |
|  | 1.6 |  |  |  |  |  |  |  |  |  |  |
|  | BUHACH | 60.7 |  |  |  |  |  |  |  |  |  |
|  | 2.6 |  |  |  |  |  |  |  |  |  |  |
|  | FERGUS | 58.1 | 5.35 | 7.44 |  |  | 7.32 | 5.37 | 9.00 | 6.40 |  |
|  | 3.1 |  |  |  |  |  |  |  |  |  |  |
| TO-R | MERCED | 55.0 | s 5.30 | s 7.40 | s 5.18 | s 5.25 | 7.26 | 5.30PM | 8.50 | 6.30AM | 2.45PM |
|  | 1.4 |  |  |  |  |  |  |  |  |  |  |
|  | CREEGAN | 53.6 |  |  |  |  |  |  |  |  |  |
|  | 4.7 |  |  |  |  |  |  |  |  |  |  |
|  | LINGARD | 48.9 | **5.14** | 7.28 |  |  | 7.12 |  | 8.31 |  | 2.15 |
|  | 3.9 |  |  |  |  |  |  |  |  |  |  |
|  | ATHLONE | 45.0 | 5.10 |  |  |  | 7.05 |  | 8.24 |  | 2.00 |
|  | 5.3 |  |  |  |  |  |  |  |  |  |  |
|  | SIERRA VISTA | 39.7 |  |  |  |  |  |  |  |  |  |
|  | 1.1 |  |  |  |  |  |  |  |  |  |  |
|  | MINTURN | 38.6 | 5.03 | 7.18 | 4.55 | 5.00 | 6.55 |  | 8.13 |  | 1.15 |
|  | 1.3 |  |  |  |  |  |  |  |  |  |  |
| TO | CHOWCHILLA | 37.3 |  | s 7.16 |  |  |  |  |  |  | **1.00PM**<br>**11.50AM** |
|  | 4.8 |  |  |  |  |  |  |  |  |  |  |
|  | FAIRMEAD | 32.5 | **4.57** | f 7.10 |  |  | 6.46 |  | 8.04 |  | 11.35 |
|  | 3.5 |  |  |  |  |  |  |  |  |  |  |
|  | BERENDA | 29.0 |  | 7.06 | 4.46 | 4.51 | 6.37 |  | 7.58 |  | 11.15 |
|  | 2.7 |  |  |  |  |  |  |  |  |  |  |
|  | NOTARB | 26.3 | 4.51 |  |  |  | 6.32 |  | 7.53 |  | 10.50 |
|  | 4.7 |  |  |  |  |  |  |  |  |  |  |
| TO | MADERA | 21.6 | s 4.45 | s 6.58 | s 4.38 | s 4.43 | 6.24 |  | 7.45 |  | 10.00 |
|  | 2.8 |  |  |  |  |  |  |  |  |  |  |
|  | BORDEN | 18.8 |  |  |  |  |  |  |  |  |  |
|  | 3.5 |  |  |  |  |  |  |  |  |  |  |
|  | IRRIGOSA | 15.3 | **4.35** | 6.49 | **4.29** | **4.34** | **6.09** |  | 7.32 |  | 7.55 |
|  | 3.3 |  |  |  |  |  |  |  |  |  |  |
|  | THARSA | 12.0 |  |  |  |  |  |  |  |  |  |
|  | 2.1 |  |  |  |  |  |  |  |  |  |  |
|  | HERNDON | 9.9 | 4.30 | 6.44 | 4.24 | 4.29 | 5.55 |  | 7.24 |  | 7.45 |
|  | 3.7 |  |  |  |  |  |  |  |  |  |  |
|  | BIOLA JCT. | 6.2 |  |  |  |  |  |  |  |  |  |
|  | 2.5 |  |  |  |  |  |  |  |  |  |  |
|  | FRESNO YARD | 3.7 | 4.23 | 6.38 | 4.18 | 4.23 | 5.45 |  | 7.14 |  | 7.30 |
|  | 1.4 |  |  |  |  |  |  |  |  |  |  |
|  | F. T Co. Crossing | 2.3 |  |  |  |  |  |  |  |  |  |
|  | 2.3 |  |  |  |  |  |  |  |  |  |  |
| TO-R | FRESNO | 0.0 | 4.15AM | 6.30AM | 4.10PM | 4.15PM | **5.30AM** |  | 7.00PM |  | 7.15AM |
|  | (112.6) |  |  Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily Ex. Sunday | Leave Daily | Leave Daily Ex. Sunday | Leave Daily Ex. Sunday |
|  | Time over District |  | (2.35) | (2.45) | (2.20) | (2.31) | (4.10) | (3.05) | (4.45) | (6.20) | (7.30) |
|  | Average Speed per Hour |  | 43.52 | 40.94 | 48.26 | 44.74 | 27.04 | 18.68 | 24.05 | 9.09 | 7.33 |

Automatic Block System

Double Track

No. 59 will not stop at station at Lathrop but will use east leg of wye to Lathrop subdivision.

No. 239 reduce speed to 10 m.p.h. at Manteca to exchange mail.

Additional Stations { Cluster, M. P. 155.9.
Labranza, M. P. 163.3. (Spur)

ADDITIONAL FLAG STOPS TO DISCHARGE REVENUE PASSENGERS

| Train | At | For Passengers From or Beyond |
|---|---|---|
| 239 | Any Station | Fresno |

## Los Banos Subdivision

### Time Table No. 227
February 6, 1938

| | EASTWARD | | | | | | | | | | | WESTWARD | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | THIRD CLASS | | SECOND CLASS | | | FIRST CLASS | | | | | | FIRST CLASS | THIRD CLASS | | | |
| Capacity of Sidings in car lengths | 432 | 430 | 428 | 402 | 400 | 240 | Distance from San Francisco Via Antioch | | | STATIONS | Distance from Fresno | 25 | 431 | 433 | 403 | 401 |
| | Local Freight | Local Freight | Freight | Freight | Mdse. | Passenger | | | | | | Owl | Local Freight | Local Freight | Freight | Freight |
| | Leave Daily Ex. Sunday | Leave Daily Ex. Sunday | Leave Daily | Leave Daily Ex. Monday | Leave Daily Ex. Sunday and Monday | Leave Daily | | | | | | Arrive Daily | Arrive Daily Ex. Sunday | Arrive Daily Ex. Sunday | Arrive Daily Ex. Sunday | Arrive Daily |
| Term Yard BKWOTYP | | 7.30 AM | 11.30 AM | 1.40 AM | 12.30 AM | 7.35 PM | 82.2 | Automatic Block System | TO-R | TRACY<br>2.7 | 126.2 | s 6.00 AM | 2.20 PM | | 8.40 PM | 11.00 PM |
| 40 I P | | 7.40 | 11.37 | 1.47 | 12.35 | 7.40 | 84.9 | | | W. P. Crossing LYOTH<br>3.0 | 123.5 | | 2.05 | | 8.30 | 10.45 |
| 49 P | | 7.50 | 11.43 | 1.52 | 12.40 | 7.44 | 87.9 | | | YARMOUTH<br>4.7 | 120.5 | 5.47 | 1.55 | | 8.23 | 10.40 |
| 49 P | | 8.03 | 11.52 AM | 2.00 | 12.47 | f 7.50 | 92.6 | | | VERNALIS<br>2.3 | 115.8 | 5.40 | 1.20 | | 8.15 | 10.32 |
| P | | | | | | f | 94.9 | | | SOLYO<br>1.5 | 113.5 | f | | | | |
| 39 P | | 8.13 | | | | 7.54 | 96.4 | | | HALLY<br>4.0 | 112.0 | | 12.45 | | | 10.26 |
| 103 WP | | 8.25 | 12.04 PM | 2.12 | 12.59 | s **8.00** | 100.4 | | | WESTLEY<br>4.4 | 108.0 | 5.29 | 12.35 | | **8.00** | 10.21 |
| | | | | | | | 104.8 | | | VANORMER<br>2.6 | 103.6 | | | | | |
| 48 P | | 10.00 | **12.17** | 2.23 | 1.08 | s 8.10 | 107.4 | | TO | PATTERSON<br>5.8 | 101.0 | f 5.19 | **12.17** PM | | 7.42 | 10.11 |
| 47 P | | **10.40** AM | 12.27 | 2.33 | 1.16 | s 8.19 | 113.2 | | | CROWS LANDING<br>2.8 | 95.2 | f 5.09 | **10.40** AM | | 7.32 | 10.02 |
| | | | | | | | 116.0 | | | STOMAR<br>1.3 | 92.4 | | | | | |
| 43 P | | | | | | | 117.3 | | | TIMBA<br>2.2 | 91.1 | | | | | |
| 51 WP | | **12.40** PM | **12.40** | 2.44 | 1.24 | s 8.30 | 119.5 | | TO | NEWMAN<br>4.0 | 88.9 | f 5.00 | 10.00 | | 7.20 | 9.53 |
| 47 P | | 1.25 | 12.48 | 2.50 | 1.30 | s 8.38 | 123.5 | | TO | GUSTINE<br>3.4 | 84.9 | f 4.52 | 8.35 | | 7.14 | 9.44 |
| 35 | | 1.35 | | | | | 126.9 | | | LINORA<br>2.4 | 81.5 | | 7.40 | | | |
| 64 P | | 1.50 | 12.58 | 2.59 | 1.38 | f 8.46 | 129.3 | | | INGOMAR<br>6.3 | 79.1 | 4.43 | 7.30 | | 7.04 | 9.35 |
| 50 P | | 2.15 | 1.08 | 3.09 | 1.47 | f 8.54 | 135.6 | | | VOLTA<br>2.7 | 72.8 | 4.35 | 7.00 | | 6.54 | 9.25 |
| | | | | | | | 138.3 | | | TRENT<br>2.1 | 70.1 | | | | | |
| 77 BKWOY P | 9.00 AM | 2.35 PM | 1.35 | 3.30 | 2.02 | s **9.07** | 140.4 | | TO-R | LOS BANOS<br>1.2 | 68.0 | s 4.28 | 6.30 AM | 2.20 PM | 6.45 | **9.07** |
| | | | | | | | 141.6 | | | ABATTO<br>6.7 | 66.8 | | | | | |
| 49 P | 9.25 | | **1.50** | 3.45 | 2.15 | 9.17 | 148.3 | | | AGATHA<br>4.7 | 60.1 | 4.15 | | **1.50** | 6.17 | 8.43 |
| 92 P | 10.30 | | 2.01 | **4.09** | 2.22 | s 9.26 | 153.0 | | TO | DOS PALOS<br>6.8 | 55.4 | f **4.09** | | 1.30 | 6.10 | 8.34 |
| 36 P | 11.00 AM | | 2.13 | 4.25 | | 9.34 | 159.8 | | | OXALIS<br>1.8 | 48.6 | 4.00 | | 12.45 | 5.59 | 8.23 |
| | | | | | | | 161.6 | | | SILAXO<br>4.6 | 46.8 | | | | | |
| 103 WP | **12.20** PM | | 2.24 | 4.35 | 2.40 | s 9.43 | 166.2 | | TO | FIREBAUGH<br>4.6 | 42.2 | f 3.52 | | **12.20** PM | 5.49 | 8.13 |
| 39 P | 12.35 | | 2.31 | 4.42 | 2.46 | 9.49 | 170.8 | | | CROMIR<br>2.0 | 37.6 | | | 11.40 AM | 5.42 | 8.06 |
| | | | | | | | 172.8 | | | ARBIOS<br>1.7 | 35.6 | | | | | |
| 89 P | 1.00 | | 2.37 | 4.49 | 2.52 | s 9.55 | 174.5 | | TO | MENDOTA<br>7.4 | 33.9 | f 3.40 | | 11.30 | 5.36 | 8.00 |
| 37 YP | 1.20 | | 2.50 | 5.04 | 3.04 | 10.04 | 181.9 | | R | INGLE<br>2.6 | 26.5 | 3.30 | | 10.25 | 5.24 | 7.49 |
| 40 P | 1.30 | | 2.54 | 5.08 | **3.27** | 10.07 | 184.5 | | | JAMESAN<br>8.5 | 23.9 | **3.27** | | 10.15 | 5.20 | 7.45 |
| 42 KWY P | 2.37 | | 3.10 | 5.30 | 3.45 | s 10.18 | 193.0 | | TO-R | KERMAN<br>3.7 | 15.4 | f 3.18 | | 9.50 | 5.05 | 7.30 |
| 52 | | | | | | | 196.7 | | | FLOYD<br>1.8 | 11.7 | | | 8.35 | | |
| 39 P | 2.55 | | 3.25 | 5.38 | 3.53 | 10.25 | 198.5 | | | ROLINDA<br>2.3 | 9.9 | 3.10 | | 8.20 | 4.52 | 7.22 |
| Spur P | | | | | | | 200.8 | | | KEARNEY<br>1.0 | 7.6 | | | | | |
| Spur Y | | | | | | | 201.8 | | | NEVILLS<br>0.7 | 6.6 | | | | | |
| 40 P | 3.10 | | 3.35 | 5.45 | 4.00 | 10.31 | 202.5 | | | PRATTON<br>5.9 | 5.9 | 3.05 | | 8.00 | 4.45 | 7.15 |
| Term Yard BKWOTYP | 3.40 PM | | 3.50 PM | 6.00 AM | 4.15 AM | s 10.45 PM | 208.4 | | TO-R | FRESNO | 0.0 | 2.55 AM | | 7.40 AM | 4.30 PM | 7.00 PM |
| | Arrive Daily Ex. Sunday | Arrive Daily Ex. Sunday | Arrive Daily | Arrive Daily Ex. Monday | Arrive Daily Ex. Sunday and Monday | Arrive Daily | | | | (126.2) | | Leave Daily | Leave Daily Ex. Sunday | Leave Daily Ex. Sunday | Leave Daily Ex. Sunday | Leave Daily |
| | (6.40)<br>10.01 | (7.05)<br>8.21 | (4.20)<br>29.12 | (4.20)<br>29.12 | (3.45)<br>33.65 | (3.10)<br>39.85 | | | | ........Time over District........................<br>........Average Speed per Hour .......... | | (3.05)<br>40.92 | (7.50)<br>7.43 | (6.40)<br>10.20 | (4.10)<br>30.28 | (4.00)<br>31.55 |

**ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS**

| Train | At | Receive or Discharge | To (Or Beyond) | From (Or Beyond) |
|---|---|---|---|---|
| 240 | Gadwall and Brito | Receive and Discharge | Any Station | Any Station |

Additional Stations:

Ohm, M.P. 93.5
Brito, M.P. 149.6.
Benito, M.P. 169.0.
Button, M.P. 185.

Rugg, M.P. 196.2.
Forsey, M.P. 203.7 (Spur).
Crayold, M.P. 205.3 (Spur).

### EASTWARD

## Niles Subdivision.

### WESTWARD

| Capacity of sidings in car lengths | THIRD CLASS | | SECOND CLASS | | FIRST CLASS | | Distance from San Francisco | | Time Table No. 227<br>February 6, 1938<br>STATIONS | Distance from Santa Clara | FIRST CLASS | | SECOND CLASS | | THIRD CLASS | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 414 | 418 | 422 | 450 | 74 | 250 | | | | | 259 | 73 | 407 | 451 | 419 | 415 | 417 |
| | Local Freight | Local Freight | Freight | Mdse | Oakland Lark | Passenger | | | | | Passenger | Oakland Lark | Freight | Mdse | Freight | Local Freight | Local Freight |
| | Leave Daily Ex. Sunday | Leave Daily Ex. Sunday | Leave Daily | Leave Daily Ex. Sat., Sun. and Holidays | Leave Daily | Leave Daily | | | | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily Ex. Sun., Mon. and Holidays | Arrive Daily | Arrive Daily Ex. Sunday | Arrive Daily Ex. Sunday |
| WP | | 11.00 AM | 9.30 PM | 7.32 PM | 8.43 PM | 7.53 AM | 13.4 | Automatic Block System | TO-R ELMHURST<br>2.1 | 31.4 | | 8.47 AM | | 8.12 AM | 3.00 AM | | 5.25 PM |
| | | 11.05 | | | | | 15.5 | | MULFORD<br>2.3 | 29.3 | | | | | | | 5.17 |
| 20 P | | 11.10 | | | f | | 17.8 | | ROBERT<br>2.4 | 27.0 | | | | | | | 5.12 |
| 68 WP | | 11.15 | 9.45 | 7.44 | f 8.53 | **8.01** | 20.2 | | RUSSELL<br>1.3 | 24.6 | | f 8.39 | | **8.01** | 2.45 | | 5.05 |
| P | | 11.30 AM | | | f 8.57 | | 21.5 | | MOUNT EDEN<br>1.5 | 23.3 | | | | | | | 5.00 |
| Spur | | | | | | | 23.0 | | BAUMBERG<br>2.3 | 21.8 | | | | | | | |
| 61 P | | 12.30 PM | 9.55 | 7.53 | s 9.05 | s 8.10 | 25.3 | | TO ALVARADO<br>0.9 | 19.5 | | s 8.31 | | 7.48 | 2.35 | | 4.45 |
| | | | | | | | 26.2 | | HALL<br>2.2 | 18.6 | | | | | | | |
| | | 12.40 | | | | | 28.4 | | ARDEN<br>2.2 | 16.4 | | | | | | | 4.07 |
| 88WIYP | 11.50 AM | 12.50 PM | 10.10 | 8.17 | f 9.14 | s **8.22** | 30.6 | | TO-R NEWARK<br>2.2 | 14.2 | s 6.19 AM | f **8.22** | 5.55 AM | 7.40 | 2.20 | 11.15 AM | 4.00 PM |
| | | | | | | | 32.8 | | MOWRY<br>1.3 | 12.0 | f | | | | | | |
| 79 P | 12.05 PM | | 10.20 | 8.23 | f 9.20 | 8.28 | 34.1 | | ALBRAE<br>1.4 | 10.7 | f 6.13 | f 8.13 | 5.48 | 7.34 | 2.00 | 11.05 | |
| | | | | | | | 35.5 | | MALLARD<br>1.0 | 9.3 | | | | | | | |
| P | | | | | f | | 36.5 | | DRAWBRIDGE<br>2.6 | 8.3 | f | f | | | | | |
| P | 12.20 | | | | f 9.30 | s 8.38 | 39.1 | | ALVISO<br>2.6 | 5.7 | f 6.05 | | | | | 10.50 | |
| 49 P | 12.50 | | 10.38 | 8.38 | f 9.37 | s 8.43 | 41 7 | | TO AGNEW<br>3.1 | 3.1 | s 6.00 | f 8.04 | 5.37 | 7.24 | 1.40 | 10.45 | |
| Term. Yard KI P | 1.00 PM | | 10.45 PM | 8.45 PM | 9.43 PM | s 8.48 AM | 44.8 | | TO-R SANTA CLARA | 0 0 | 5.55 AM | 7.59 AM | 5.30 AM | 7.20 AM | 1.30 AM | 10.30 AM | |
| | Arrive Daily Ex. Sunday | Arrive Daily Ex. Sunday | Arrive Daily | Arrive Daily Ex. Sat., Sun. and Holidays | Arrive Daily | Arrive Daily | | | (31.4) | | Leave Daily | Leave Daily | Leave Daily | Leave Daily Ex. Sun., Mon. and Holidays | Leave Daily | Leave Daily Ex. Sunday | Leave Daily Ex. Sunday |
| | (1.10)<br>12.17 | (1.50)<br>4.90 | (1.15)<br>25.12 | (1.13)<br>25.80 | (1.00)<br>31.40 | (0.55)<br>34.25 | | | ..........Time over District..........<br>..........Average speed per hour.......... | | (0.24)<br>35.55 | (0.48)<br>39.25 | (0.25)<br>34.08 | (0.52)<br>36.23 | (1.30)<br>20.93 | (0.45)<br>18.93 | (1.25)<br>12.14 |

### EASTWARD

## Niles Subdivision.

### WESTWARD

| Capacity of sidings in car lengths | THIRD CLASS | FIRST CLASS | Distance from San Francisco | | Time Table No. 227<br>February 6, 1938<br>STATIONS | Distance from San Jose | FIRST CLASS |
|---|---|---|---|---|---|---|---|
| | 404 | 252 | | | | | 255 |
| | Freight | Passenger | | | | | Passenger |
| | Leave Daily | Leave Daily | | | | | Arrive Daily |
| 68 BKWYP | | 6.47 PM | 29.2 | Automatic Block System | TO-R NILES<br>0.5 | 18.5 | s 5.45 PM |
| IYP | 3.45 AM | | 29.7 | | TO-R NILES TOWER<br>W. P. Crossing<br>0.9 | 18.0 | |
| | | f | 30.6 | | OVERACKER<br>2.2 | 17.1 | f |
| 30 P | 4.00 | f 6.55 | 32.8 | | IRVINGTON<br>3.5 | 14.9 | s 5.36 |
| 35 P | 4.10 | f 7.02 | 36.3 | | WARM SPRINGS<br>4.4 | 11.4 | f 5.29 |
| 33 P | 4.22 | f 7.09 | 40.7 | | TO MILPITAS<br>2.6 | 7.0 | s 5.23 |
| 30 P | 4.27 | f 7.14 | 43.3 | | WAYNE<br>4.4 | 4.4 | f 5.18 |
| Term. Yard BKWOITYP | 4.40 AM | s 7.25 PM | 47.7 | | TO-R SAN JOSE | 0.0 | 5.08 PM |
| | Arrive Daily | Arrive Daily | | | (18.5) | | Leave Daily |
| | (0.55)<br>19.09 | (0.38)<br>29.12 | | | .........Time over District.........<br>.......Average Speed per Hour....... | | (0.37)<br>30.00 |

ADDITIONAL FLAG STOPS

| Train | At | Frequency | For Passengers To or From |
|---|---|---|---|
| 250 | Drawbridge | Sunday Only | Any Station |
| 250 | Drawbridge | Wednesday and Friday | To San Jose or Beyond |
| 250 | Robert | Daily | From Fruitvale or Beyond |
| 250 | Robert | Daily | To San Jose or Beyond |

See page 20 for additional trains between Niles and Niles Tower.

At Newark the siding of the Elmhurst-Santa Clara line is east of the station building. The siding of the Centerville-Redwood Junction line is west of the crossing of the Elmhurst-Santa Clara line.

At Niles schedule time and train orders for westward trains via Decoto will apply at the junction switch located 550 feet west of the station building.

At Newark the schedule time of No. 259 applies at the passenger station.

At Newark schedule time and train orders on the Centerville-Redwood Junction line will apply at the junction switch of the Centerville-Redwood Junction line and Elmhurst-Santa Clara line.

Holidays indicated are: New Year's, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas.

## EASTWARD Niles Subdivision. WESTWARD

| Capacity of sidings in car lengths | THIRD CLASS | | SECOND CLASS | | | FIRST CLASS | Distance from San Francisco | Time Table No. 227<br>February 6, 1938 | Distance from Niles and Niles Jct. | | | THIRD CLASS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 436<br>Local Freight | 408<br>Freight | 472<br>Freight | 402<br>Freight | 406<br>Freight | 258<br>Passenger | | | | 401<br>Freight | 413<br>Local Freight | 473<br>Freight |
| | Leave Daily Ex. Sunday | Leave Daily Ex. Monday | Leave Daily Ex. Sunday | Leave Daily Ex. Sunday | Leave Daily | Leave Daily | | STATIONS | | Arrive Daily | Arrive Daily Ex. Sunday | Arrive Daily |
| IWY P | | 3.50 AM | 10.40 PM | 8.20 PM | | | 26.2 | TO-R REDWOOD JCT.<br>1.3 | 16.8 | 3.30 AM | | 12.10 AM |
| | | | | | | | 27.5 | End of Double Track<br>0.5 | 15.5 | | | |
| | | | | | | | 28.0 | SWEENY<br>1.5 | 15.0 | | | |
| 63 P | | 3.58 | 10.46 | 8.26 | | | 29.5 | HENDERSON<br>1.4 | 13.5 | 3.20 | | 12.01 AM |
| P | | | | | | | 30.9 | RAVENSWOOD<br>3.0 | 12.1 | | | |
| 48 P | | 4.06 | 10.53 | 8.33 | | (See Note) | 33.9 | DUMBARTON<br>3.3 | 9.1 | 3.10 | | 11.51 PM |
| 99 WIYP | 11.25 AM | 4.30 | 11.15 | 8.55 | 5.55 AM | 6.19 AM | 37.2 | TO-R NEWARK<br>1.8 | 5.8 | 2.50 | 10.30 AM | 11.37 |
| | | | | | | | 39.0 | MATTOS<br>1.1 | 4.0 | | | |
| 46 P | 11.30 | 4.40 | 11.22 | 9.02 | 6.00 | s 6.27 | 40.1 | CENTERVILLE<br>1.6 | 2.9 | 2.45 | 10.20 | 11.32 |
| 78 P | 11.30 | 4.45 | **11.25** | 9.05 | **6.30** | **6.30** | 41.7 | SHINN<br>0.8 | 1.3 | 2.40 | 10.05 | **11.25** |
| IY P | | | | | | 6.32 | 42.5 | W. P. Crossing<br>TO-R NILES TOWER<br>0.5 | 0.5 | | 10.02 | |
| | | 4.50 AM | 11.28 PM | 9.08 PM | 6.33 AM | | 43.0 | NILES JUNCTION<br>0.5 | 0.0 | 2.35 AM | | 11.17 PM |
| 68 BKWY P | 11.40 AM | | | | | s 6.33 AM | 43.0 | TO-R NILES | 0.0 | | 10.00 AM | |
| | Arrive Daily Ex. Sunday | Arrive Daily Ex. Monday | Arrive Daily Ex. Sunday | Arrive Daily Ex. Sunday | Arrive Daily | Arrive Daily | | (16.8) | | Leave Daily | Leave Daily Ex. Sunday | Leave Daily |
| | (0.15)<br>23.20 | (1.00)<br>16.80 | (0.48)<br>21.00 | (0.48)<br>21.00 | (0.38)<br>9.16 | (0.14)<br>24.14 | | Time over District<br>Average Speed per Hour | | (0.55)<br>18.33 | (0.30)<br>11.60 | (0.53)<br>19.01 |

Automatic Block System: Redwood Jct. to Niles. D. T.: Redwood Jct. to End of Double Track.

See page 19 for additional trains between Niles and Niles Tower.

At Redwood Junction schedule time and train orders will apply at the end of double track.

At Newark the schedule time of No. 258 applies at the passenger station.

At Newark schedule time and train orders on the Centerville-Redwood Junction line will apply at the Junction switch of the Centerville-Redwood Junction line and Elmhurst-Santa Clara line.

At Newark the siding of the Elmhurst-Santa Clara line is east of the station building. The siding of the Centerville-Redwood Junction line is west of the crossing of the Elmhurst-Santa Clara line.

### Eastward Niles Subdivision Westward

| Distance from San Francisco | Time Table No. 227<br>February 6, 1938<br>Stonehurst Branch<br>STATIONS | Distance from Stonehurst |
|---|---|---|
| 13.4 | TO ELMHURST<br>0.9<br>Western Pacific Crossing | 0.9 |
| 14.3 | STONEHURST | 0.0 |
| | (0.9) | |

## EASTWARD Los Banos Subdivision WESTWARD

### Time Table No. 227

February 6, 1938

Biola Branch

| Capacity of sidings in car lengths | Distance from San Francisco Via Antioch | | STATIONS | Distance from Biola Jct. |
|---|---|---|---|---|
| 42 WY P | 193.0 | TO-R | KERMAN | 15.6 |
| | | | 7.5 | |
| 8 P | 200.5 | TO | BIOLA | 8.1 |
| | | | 1.5 | |
| | 202.0 | | TRUMAN | 6.6 |
| | | | 2.0 | |
| | 204.0 | | EVERTS | 4.6 |
| | | | 2.0 | |
| | 206.0 | | WEST ACRES | 2.6 |
| | | | 2.6 | |
| P | 208.6 | | BIOLA JUNCTION | 0.0 |
| | | | (15.6) | |

## EASTWARD Lathrop Subdivision WESTWARD

### Time Table No. 227

February 6, 1938

Lodi Branch

| Capacity of sidings in car lengths | SECOND CLASS 434 Freight Leave Daily Ex. Sunday | Distance from San Francisco Via Niles | | STATIONS | Distance from Kentucky House | THIRD CLASS 435 Freight Arrive Daily Ex. Sunday |
|---|---|---|---|---|---|---|
| BKWOYP | 9.30AM | 103.3 | TO-R | LODI | 39.3 | 4.00PM |
| | | | | 1.8 | | |
| | | 105.1 | | C. C. T. Co. Crossing | 37.5 | |
| | | | | 0.1 | | |
| Spur | | 105.2 | | ROMA | 37.4 | |
| | | | | 1.9 | | |
| 17 P | | 107.1 | | VICTOR | 35.5 | |
| | | | | 3.6 | | |
| 7 P | 9.55 | 110.7 | TO | LOCKEFORD | 31.9 | 3.35 |
| | | | | 4.0 | | |
| P | 10.15 | 114.7 | TO | CLEMENTS | 27.9 | 3.15 |
| | | | | 6.1 | | |
| P | 10.30 | 120.8 | | WALLACE | 21.8 | 2.55 |
| | | | | 5.6 | | |
| | 10.47 | 126.4 | | HELISMA | 16.2 | 2.40 |
| | | | | 2.9 | | |
| | | 129.3 | | NORVAL | 13.3 | |
| | | | | 0.9 | | |
| 17 TP | 11.10 | 130.2 | TO | VALLEY SPRING | 12.4 | 2.30 |
| | | | | 4.5 | | |
| 9 P | 11.25 | 134.7 | | TOYON | 7.9 | 1.50 |
| | | | | 4.3 | | |
| P | | 139.0 | | MACNIDER | 3.6 | |
| | | | | 3.6 | | |
| YWP | 11.55AM | 142.6 | | KENTUCKY HOUSE | 0.0 | 1.20PM |
| | Arrive Daily Ex. Sunday | | | (39.3) | | Leave Daily Ex. Sunday |
| | (2.25)<br>16.26 | | | ........Time over District........<br>........Average Speed Per Hour........ | | (2.40)<br>14.74 |

## EASTWARD Lathrop Subdivision WESTWARD

### Time Table No. 227

February 6, 1938

Ione Branch

| Capacity of sidings in car lengths | Distance from San Francisco Via Niles | | STATIONS | Distance from Ione |
|---|---|---|---|---|
| WOYP | 111.7 | TO-R | GALT | 27.1 |
| | | | 5.0 | |
| | 116.7 | | C. C. T. Co. Crossing<br>VANSTOW | 22.1 |
| | | | 5.3 | |
| P | 122.0 | | CLAY | 16.8 |
| | | | 10.3 | |
| P | 132.3 | | CARBONDALE | 6.5 |
| | | | 0.7 | |
| | 133.0 | | LIGNITE | 5.8 |
| | | | 1.8 | |
| Spur | 134.8 | | EDWIN | 4.0 |
| | | | 0.4 | |
| Spur | 135.2 | | CLARKSONA | 3.6 |
| | | | 2.5 | |
| Spur | 137.7 | | DAGON | 1.1 |
| | | | 1.1 | |
| WTP | 138.8 | TO-R | IONE | 0.0 |
| | | | (27.1) | |

## EASTWARD Lathrop Subdivision WESTWARD

### Time Table No. 227

February 6, 1938

Lodi Branch

| Capacity of sidings in car lengths | Distance from San Francisco Via Niles | | STATIONS | Distance from Woodbridge |
|---|---|---|---|---|
| BKWOYP | 103.3 | TO-R | LODI<br>C. C. T. Co. Crossing | 2.5 |
| | | | 2.5 | |
| | 105.8 | | WOODBRIDGE | 0.0 |
| | | | (2.5) | |

## EASTWARD Martinez Subdivision. WESTWARD

| Capacity of sidings in car lengths | SECOND CLASS | | Distance from San Francisco Via Vallejo | | Time Table No. 227<br>February 6, 1938<br>Napa Branch<br>STATIONS | Distance from Calistoga | THIRD CLASS | |
|---|---|---|---|---|---|---|---|---|
| | 440<br>Local Freight<br>Leave Daily Ex. Sunday | 438<br>Local Freight<br>Leave Daily | | | | | 439<br>Local Freight<br>Arrive Daily | 441<br>Local Freight<br>Arrive Daily Ex. Sunday |
| 101 BKWOYP | 2.00AM | 1.00AM | 50.5 | TO-R | SUISUN-FAIRFIELD<br>2.6 | 47.6 | 5.10AM | 6.15PM |
| | | | 47.9 | | SUBEET<br>1.7 | 45.0 | | |
| 24 | 2.10 | 1.10 | 46.2 | | THOMASSON<br>1.4 | 43.3 | 5.00 | 6.00 |
| 35 WP | 2.15 | 1.15 | 44.8 | TO | CORDELIA<br>3.8 | 41.9 | 4.55 | 5.50 |
| 20 West<br>23 East P | 2.25 | 1.25 | 41.0 | | CRESTON<br>3.7 | 38.1 | 4.45 | 5.35 |
| WYP | 2.45 | 1.40AM | 37.3 | TO-R | NAPA JUNCTION<br>0.7 | 34.4 | 4.30AM | 5.15 |
| | | | 38.0 | | Napa Valley Ry. Crossing<br>3.0 | 33.7 | | |
| | | | 41.0 | | RATTO<br>0.7 | 30.7 | | |
| | | | 41.7 | | SUSCOL<br>1.1 | 30.0 | | |
| | | | 42.8 | | ROCKTRAM<br>1.4 | 28.9 | | |
| | | | 44.2 | | IMOLA<br>1.2 | 27.5 | | |
| | | | 45.4 | | Napa Valley Ry. Crossing<br>0.1 | 26.3 | | |
| 47 KW | 4.00 | | 45.5 | TO | NAPA<br>2.3 Staff System | 26.2 | | 4.45 |
| 24 | 4.10 | | 47.8 | | UNION<br>2.4 | 23.9 | | 3.50 |
| | | | 50.2 | | OAK KNOLL<br>1.5 | 21.5 | | |
| | | | 51.7 | | TRUBODY<br>2.3 | 20.0 | | |
| 19 | 4.30 | | 54.0 | TO | YOUNTVILLE<br>3.5 | 17.7 | | 3.40 |
| | 4.55 | | 57.5 | TO | OAKVILLE<br>1.9 | 14.2 | | 3.20 |
| | 5.10 | | 59.4 | | RUTHERFORD<br>1.8 | 12.3 | | 3.05 |
| | 5.15 | | 61.2 | | ZINFANDEL<br>0.9 | 10.5 | | 2.50 |
| | | | 62.1 | | THOMANN<br>1.5 | 9.6 | | |
| 17 | 6.10 | | 63.6 | | ST. HELENA<br>0.9 | 8.1 | | 2.45 |
| | | | 64.5 | | KRUG<br>0.8 | 7.2 | | |
| | | | 65.3 | | BARRO<br>2.2 | 6.4 | | |
| W | | | 67.5 | | BALE<br>0.8 | 4.2 | | |
| | | | 68.3 | | LARKMEAD<br>0.7 | 3.4 | | |
| W | | | 69.0 | | MAPLE<br>2.7 | 2.7 | | |
| 16 BKTW | 7.00AM | | 71.7 | TO-R | CALISTOGA | 0.0 | | 2.00PM |
| | Arrive Daily Ex. Sunday | Arrive Daily | | | (47.6) | | Leave Daily | Leave Daily Ex. Sunday |
| | (5.00)<br>9.52 | (0.40)<br>19.80 | | | Time over District<br>Average speed per hour | | (0.40)<br>19.80 | (4.15)<br>11.17 |

## EASTWARD Martinez Subdivision. WESTWARD

| Capacity of sidings in car lengths | Distance from San Francisco | | Time Table No. 227<br>February 6, 1938<br>Vallejo Branch<br>STATIONS | Distance from Napa Junction |
|---|---|---|---|---|
| KWT | 30.0 | TO-R | SOUTH VALLEJO<br>4.4 | 7.3 |
| 16 | 34.4 | | FLOSDEN<br>2.9 | 2.9 |
| 34 WYP | 37.3 | TO-R | NAPA JUNCTION | 0.0 |

## EASTWARD Martinez Subdivision. WESTWARD

| Capacity of sidings in car lengths | SECOND CLASS | Distance from San Francisco Via Vallejo | | Time Table No. 227<br>February 6, 1938<br>Schellville Branch<br>STATIONS | Distance from Schellville | THIRD CLASS |
|---|---|---|---|---|---|---|
| | 438<br>Local Freight<br>Leave Daily | | | | | 439<br>Local Freight<br>Arrive Daily |
| WYP | 2.00AM | 37.3 | TO-R | NAPA JUNCTION<br>0.4 | 11.5 | 4.10AM |
| | | 37.7 | | Napa Valley Ry. Crossing<br>0.4 | 11.1 | |
| 66 | 2.05 | 38.1 | | LOMBARD<br>2.7 | 10.7 | 4.05 |
| | | 40.8 | | BRAZOS<br>1.5 | 8.0 | |
| | | 42.3 | | BUCHLI<br>2.2 | 6.5 | |
| | | 44.5 | | MERAZO<br>1.3 | 4.3 | |
| | | 45.8 | | RAMAL<br>3.0 | 3.0 | |
| Y | 2.40AM | 48.8 | TO-R | SCHELLVILLE | 0.0 | 3.30AM |
| | Arrive Daily | | | (11.5) | | Leave Daily |
| | (0.40)<br>17.25 | | | Time over District<br>Average speed per hour | | (0.40)<br>17.25 |

## EASTWARD Martinez Subdivision. WESTWARD

| Capacity of sidings in car lengths | Distance from San Francisco | Time Table No. 227<br>February 6, 1938<br>Buchli Union Branch<br>STATIONS | Distance from Union |
|---|---|---|---|
| | 42.2 | BUCHLI<br>1.6 | 8.6 |
| | 43.8 | CARNEROS<br>1.6 | 7.0 |
| | 45.4 | STANLEY<br>3.4 | 5.4 |
| | 48.8 | WEST NAPA<br>1.3 | 2.0 |
| | 50.1 | Napa Valley Ry. Crossing<br>0.7 | 0.7 |
| 24 | 50.8 | UNION | 0.0 |
| | | (8.6) | |

EASTWARD — Merced Subdivision — WESTWARD

| Capacity of sidings in car lengths | THIRD CLASS | SECOND CLASS | Distance from San Francisco Via Niles | | Time Table No. 227<br>February 6, 1938<br>Oakdale Branch | Distance from Merced | SECOND CLASS | THIRD CLASS |
|---|---|---|---|---|---|---|---|---|
| | 454<br>Freight | 448<br>Mixed | | | | | 449<br>Mixed | 455<br>Freight |
| | Leave Daily Ex. Sunday | Leave Mon. Wed., Fri. | | | STATIONS | | Arrive Tues. Thurs., Sat. | Arrive Daily Ex. Sunday |
| Yard<br>BKWOITY<br>P | 4.00 AM | 11.30 AM | 90.9 | TO-R | STOCKTON<br>W. P. Crossing<br>C. C. T Co. Crossing | 72.0 | s 2.30 PM | 6.30 PM |
| | | | | | 5.1 | | | |
| Spur | | f | 96.0 | | ORFORD | 66.9 | f | |
| | | | | | 0.7 | | | |
| Spur | 4.13 | f 11.45 | 96.7 | | CHARLESTON | 66.2 | f 2.05 | 6.15 |
| | | | | | 1.0 | | | |
| Spur | | | 97.7 | | SIBLEY | 65.2 | | |
| | | | | | 0.6 | | | |
| Spur | | f | 98.3 | | WALTHALL | 64.6 | f | |
| | | | | | 2.3 | | | |
| Spur | | f 11.53 AM | 100.6 | | HOLDEN | 62.3 | f | |
| | | | | | 3.2 | | | |
| 13 WYP | 4.30 | s 12.03 PM | 103.8 | | PETERS | 59.1 | f 1.50 | 6.00 |
| | | | | | 4.4 | | | |
| P | 4.45 | s 12.20 | 108.2 | | FARMINGTON | 54.7 | s 1.40 | 5.47 |
| | | | | | 3.3 | | | |
| Spur | | f | 111.5 | | GOTRI | 51.4 | f | |
| | | | | | 2.6 | | | |
| 16 | 4.50 | f 12.33 | 114.1 | | COMETA | 48.8 | f | 5.32 |
| | | | | | 2.6 | | | |
| P | 5.00 | s 12.41 | 116.7 | | VALLEY HOME | 46.2 | f 1.15 | 5.25 |
| | | | | | 3.9 | | | |
| Spur | | f | 120.6 | | ADELA | 42.3 | f | |
| | | | | | 1.8 | | | |
| 47 WP | 5.30 AM | s 12.55<br>1.45 | 122.4 | TO-R | OAKDALE<br>A. T. & S. F. Crossing | 40.5 | s 12.55 PM | 5.00 PM |
| | | | | | 3.9 | | | |
| 44 | | f 2.00 | 126.3 | | CLARIBEL | 36.6 | f 11.25 AM | |
| | | | | | 6.1 | | | |
| P | | s 2.20 | 132.4 | TO | WATERFORD | 30.5 | s 11.10 | |
| | | | | | 1.6 | | | |
| P | | s 2.30 | 134.0 | | HICKMAN | 28.9 | s 10.55 | |
| | | | | | 5.8 | | | |
| 14 P | | s 2.50 | 139.8 | | MONTPELLIER | 23.1 | s 10.40 | |
| | | | | | 6.2 | | | |
| 14 P | | f 3.10 | 146.0 | | RYER | 16.9 | f 10.18 | |
| | | | | | 1.5 | | | |
| Spur P | | | 147.5 | | BASEL | 15.4 | | |
| | | | | | 1.3 | | | |
| P | | f 3.20 | 148.8 | | ARUNDEL | 14.1 | f 10.10 | |
| | | | | | 3.7 | | | |
| 18 P | | f 3.40 | 152.5 | | AMSTERDAM | 10.4 | f 10.00 | |
| | | | | | 4.7 | | | |
| | | f | 157.2 | | NAIRN | 5.7 | f | |
| | | | | | 1.0 | | | |
| P | | f | 158.2 | | FERRIN | 4.7 | f | |
| | | | | | 1.7 | | | |
| Spur | | f | 159.9 | | BATTURS | 3.0 | f | |
| | | | | | 1.2 | | | |
| I | | | 161.1 | A. B. S. | A. T. & S. F. Crossing | 1.8 | | |
| | | | | | 1.8 | | | |
| BKWOTP | | s 4.15 PM | 162.9 | TO-R | MERCED | 0.0 | | 9.30 AM |
| | Arrive Daily Ex. Sunday | Arrive Mon. Wed., Fri. | | | (72.0) | | Leave Tues., Thurs., Sat. | Leave Daily Ex. Sunday |
| | (1.30)<br>21.00 | (4.45)<br>15.15 | | | Time over District<br>Average Speed per Hour | | (5.00)<br>14.40 | (1.30)<br>21.00 |

EASTWARD — Merced Subdivision — WESTWARD

| Capacity of sidings in car lengths | SECOND CLASS | Distance from San Francisco Via Antioch | | Time Table No. 227<br>February 6, 1938<br>Raymond Branch | Distance from Raymond | THIRD CLASS |
|---|---|---|---|---|---|---|
| | 456<br>Mixed | | | | | 457<br>Mixed |
| | Leave Tues. and Sat. | | | STATIONS | | Arrive Tues. and Sat. |
| WT P | 9.00 AM | 176.5 | R | BERENDA | 20.9 | s 12.40 PM |
| | | | | 3.3 | | |
| I | | 179.8 | TO | KISMET TOWER<br>A. T. & S. F. Crossing | 17.6 | |
| | | | | 4.0 | | |
| | f 9.20 | 183.8 | | TALBOT | 13.6 | f 12.15 PM |
| | | | | 4.1 | | |
| | f 9.35 | 187.9 | | DAULTON | 9.5 | f 11.59 AM |
| | | | | 2.9 | | |
| Spur | f | 190.8 | | JESBEL | 6.6 | f |
| | | | | 4.2 | | |
| | f 10.00 | 195.0 | | HERBERT | 2.4 | f |
| | | | | 1.2 | | |
| | f | 196.2 | | KNOWLES JCT. | 1.2 | f 11.30 |
| | | | | 1.2 | | |
| WTP | s 10.15 AM | 197.4 | R | RAYMOND | 0.0 | 10.45 AM |
| | Arrive Tues. and Sat. | | | (20.9) | | Leave Tues. and Sat. |
| | (1.15)<br>16.72 | | | Time over District<br>Average Speed per Hour | | (1.55)<br>10.90 |

EASTWARD — Merced Subdivision — WESTWARD

| Capacity of sidings in car lengths | SECOND CLASS | Distance from San Francisco Via Antioch | Time Table No. 227<br>February 6, 1938<br>Knowles Branch | Distance from Knowles | THIRD CLASS |
|---|---|---|---|---|---|
| | 458<br>Freight | | | | 459<br>Freight |
| | Leave Tues. and Sat. | | STATIONS | | Arrive Tues. and Sat. |
| | 10.50 AM | 196.2 | KNOWLES JCT. | 2.3 | 11.30 AM |
| | | | 2.0 | | |
| Spur | | 198.2 | HILLSIDE | 0.3 | |
| | | | 0.3 | | |
| | 11.00 AM | 198.5 | KNOWLES | 0.0 | 11.20 AM |
| | Arrive Tues. and Sat. | | (2.3) | | Leave Tues. and Sat. |
| | (0.10)<br>13.80 | | Time over District<br>Average Speed per Hour | | (0.10)<br>13.80 |

EASTWARD — Merced Subdivision — WESTWARD

| Capacity of sidings in car lengths | Distance from San Francisco Via Niles | Time Table No. 227<br>February 6, 1938<br>Milton Branch | Distance from Milton |
|---|---|---|---|
| | | STATIONS | |
| 13 WYP | 103.8 | PETERS | 11.5 |
| | | 5.7 | |
| | 109.5 | WAVERLY | 5.8 |
| | | 5.8 | |
| TP | 115.3 | MILTON | 0.0 |
| | | (11.5) | |

EASTWARD — Merced Subdivision — WESTWARD

| Capacity of sidings in car lengths | Distance from San Francisco Via Antioch | | Time Table No. 227<br>February 6, 1938<br>Chowchilla Branch | Distance from Dairyland |
|---|---|---|---|---|
| | | | STATIONS | |
| 37 WP | 168.2 | TO | CHOWCHILLA | 10.1 |
| | | | 4.4 | |
| | 172.6 | | ASH | 5.7 |
| | | | 1.5 | |
| Spur | 174.1 | | OVEJA | 4.2 |
| | | | 1.2 | |
| | 175.3 | | TILLMAN | 3.0 |
| | | | 1.9 | |
| Spur | 177.2 | | PLAINS | 1.1 |
| | | | 1.1 | |
| | 178.3 | | DAIRYLAND | 0.0 |
| | | | (10.1) | |

## DIVISION MILEAGE

### MAIN LINES

| | | | |
|---|---|---|---|
| Oakland Pier to West Oakland | C. P. Ry. | 1.01 | |
| West Oakland to Washington, via Martinez | S. P. R. R. | 86.20 | |
| Davis to end Western Division | S. P. R. R. | 1.32 | |
| Martinez to Tracy | S. P. R. R. | 47.62 | |
| Tracy to Biola Junction | C. P. Ry. | 116.89 | |
| Oakland Pier to Tracy, via Niles | C. P. Ry. | 67.45 | |
| Lathrop to Polk | C. P. Ry. | 50.30 | |
| Elmhurst to Santa Clara | S. P. C. Ry. | 30.26 | |
| End Coast Division to Niles Junction | C. P. Ry. | 14.85 | |
| Niles to San Jose | C. P. Ry. | 16.08 | |
| Tracy to Fresno | S. P. R. R. | 124.18 | |
| Kerman to Biola Junction | S. P. R. R.<br>F. T. Co. | 5.84<br>8.69 | |
| Total Main Lines | | | 570.69 |

### BRANCHES

| | | | | | |
|---|---|---|---|---|---|
| Alvarado | C. P. Ry. | Halvern to Alvarado | | 2.63 | |
| Capay | S. P. R. R. | Elmira to Capay | | 33.17 | |
| Chowchilla | V. E. R. R. | Chowchilla to Dairyland | | 10.23 | |
| Ione | S. P. R. R. | Galt to Ione | | 26.91 | |
| Kerman | S. P. R. R. | Kerman to Kerman | | 1.27 | |
| Knowles | S. P. R. R. | Knowles Jct. to Knowles | | 2.40 | |
| Lodi | C. P. Ry. | Lodi to Lodi | | .01 | |
| | S. P. R. R. | Lodi to Woodbridge | | 2.58 | |
| | S. P. R. R. | Lodi to Valley Spring | | 26.67 | |
| | S. P. Co. | Valley Spring to Kentucky House | | 12.65 | |
| Madera Spur | S. P. R. R. | Madera to end of Madera Spur | | 3.89 | |
| Milton | S. P. R. R. | Peters to Milton | | 11.78 | |
| Napa | S. P. R. R. | Suisun-Fairfield to South Vallejo<br>Napa Jct. to Calistoga | 19.95<br>34.53 | 54.48 | |
| Oakdale | S. P. R. R. | Stockton to Merced | | 72.12 | |
| Raymond | S. P. R. R. | Berenda to Raymond | | 21.10 | |
| Richmond Spur | S. P. R. R. | San Pablo to Richmond Transfer | | 2.03 | |
| Riverdale | S. P. R. R. | Ingle Easterly | | .25 | |
| San Ramon | S. P. R. R. | Avon to Radum | | 29.85 | |
| Schellville | S. P. R. R. | Napa Jct. to Schellville | | 11.30 | |
| Stonehurst | C. P. Ry. | Elmhurst to Stonehurst | | .75 | |
| Union | S. P. R. R. | Union to Buchli | | 8.38 | |
| Total Branches | | | | | 334.45 |
| Total Western Division | | | | | 905.41 |

# SPECIAL INSTRUCTIONS

# "SAFETY"

**RULE 2.** Authorized Watch Inspectors:

S. A. Pope, Manager of Time Service, 65 Market Street, San Francisco.

| | |
|---|---|
| Oakland | E. W. Becker, 3357 E. 14th St. |
| Oakland | H. Bullard, 1194 Seventh Street |
| Oakland | E. S. Griffin, 214 Easton Bldg. |
| Alameda | A. O. Gott |
| Berkeley | W. R. Burke, 2199 Shattuck Avenue |
| Berkeley | Ernest L. Dorrett, 1823 Solano Avenue |
| Richmond | O. A. Poulsen |
| Crockett | M. B. Gardner |
| Stockton | C. Mantele, 129 N. Sutter St. |
| Lodi | Jack Labes |
| Benicia | Curt S. Appe |
| Suisun-Fairfield | Chas. J. Wiener |
| Vallejo | G. E. Bangle Co. |
| Calistoga | Albert Mercer |
| Winters | C. E. Wyatt |
| Sacramento | H. T. Harger, 1022 K St. |
| Roseville | H. T. Harger |
| Martinez | John G. Beard |
| Tracy | R. Von Dack & Son |
| Livermore | C. Harlie Power |
| San Jose | Kochers, 169 So. First St. |
| San Jose | W. H. Turick, 275 So. First St. |
| Newman | Ernest Beall |
| Los Banos | John B. Machado |
| Fresno | Bert Fuller, 1335 Fulton St. |
| Fresno | A. L. Colvin, 1211 Fulton St. |
| Madera | Robert J. Wellman |
| Merced | R. C. Haun |
| Modesto | W. P. Shoemake |
| Turlock | D. F. Hall |

**RULE 10 (J).** A new type round slow board, painted yellow, has been adopted, which by black figures indicates the speed restrictions applying to trains 101 and 102, Streamliner CITY OF SAN FRANCISCO, when those trains consist of streamlined cars and diesel power unit.

The speeds indicated by white oval slow boards apply to trains 101 and 102, Streamliner CITY OF SAN FRANCISCO, unless a new type round yellow slow board authorizing a higher speed is displayed on same post below the oval slow board.

**RULE 14 (d).** As specified below, four long and one short sounds of whistle will be indication that flagman may return from West as prescribed by Rule 99:

Martinez, Trains on Tracy line.
Newark and Santa Clara, Trains on Elmhurst-Santa Clara line.
Niles, Trains on Oakland-Tracy line.
Merced, Trains on Oakdale line.
Fresno, Trains on Los Banos Subdivision.
Biola Jct., Trains on Los Banos Subdivision.

**RULE 14 (e).** As specified below, six long sounds of whistle will be indication that flagman may return from East as prescribed by Rule 99:

Martinez, Trains on Tracy line.
Elmhurst, Newark and Santa Clara, Trains on Elmhurst-Santa Clara line.
Niles, Trains on Milpitas line.
Napa Jct., Trains on Schellville line.
Suisun-Fairfield, Trains on Napa Jct. line.
Davis, Trains on Woodland line.
Galt, Trains on Ione line.
Lodi, Trains on Valley Spring and Woodbridge lines.
Stockton, Trains on Merced Subdivision.
Peters, Trains on Milton line.
Lathrop, Trains on Merced Subdivision.
Tracy, Trains on Los Banos Subdivision.
Berenda, Trains on Raymond line.
Kerman, Trains on Biola line.
Ingle, Trains on Riverdale line.

**RULE 14 (l).** Whistle signal must be sounded and bell kept ringing when entering or leaving the Sugar Co.'s yard at Alvarado or approaching their road crossing.

**RULES 17 and 17 (C).** Headlights of engines standing at the end of wharf at Oakland Pier must be concealed when steamers are entering slip. Headlights of eastward trains must be concealed while standing at Oakland Pier and must be dimmed until Oakland Pier tower has been passed.

**RULES 17 and 19.** Night signals will be displayed through tunnels.

**RULE S-17.** In limits of Centralized Traffic Control System this rule will not apply to movement on controlled sidings.

**RULE 19.** Streamliner CITY OF SAN FRANCISCO is equipped with two red bull's eye lights counter-sunk nearly flush with roof of rear car. Lights burn continuously by day and night and serve as markers on this train.

**RULE 21 (C).** Passenger engines to handle trains from Oakland Pier will display indicators before leaving West Oakland.

Indicators of engines on trains arriving Oakland Pier may be displayed until engine reaches roundhouse at West Oakland, where same must be removed immediately on arrival at delivery track.

**RULE 28.** In double track territory signals will be placed to right of track according to direction of movement of train to be flagged. Trains in opposite direction will not be required to observe signals so placed.

**RULE 30.** Between the hours of 9:00 p. m. and 6:00 a. m. engine bells must not be rung except in emergency while passing through or switching in city limits of Napa.

**RULE D-71.** Trains and engines may move between Oakland Pier and Elmhurst with the current of traffic irrespective of timetable superiority.

Freight trains and yard engines must not leave Magnolia Tower with less than five minutes clearance ahead of first-class trains and must avoid delaying passenger trains.

Trains and engines may move between Calwa Tower and Clinton Avenue Fresno Yard with the current of traffic irrespective of timetable superiority, but must avoid delaying passenger trains.

**RULE 72.** Trains and engines may run ahead of first-class trains San Jose to Niles via Milpitas, but must avoid delaying passenger trains.

**RULE S-72. Westward trains are superior to trains of the same class in the opposite direction.**

**RULE 83.** A positive observation check may be made by westward trains on double track between Fresno and Fresno Yard, to be applied at end of double track.

Trains approaching each other between these stations must reduce speed sufficiently to permit identification.

Eastward trains must comply with Rule 14 (k) when approaching trains on opposite track.

Westward trains arriving Stockton Tower No. 4 will continue to Stockton Station irrespective of timetable superiority moving with current of traffic.

Trains may move between Brighton and Polk irrespective of timetable superiority when signal indication permits them to proceed.

Westward trains receiving proceed indication through West Zone or permission from Signal Operator to pass Signal 813SA if displaying "STOP", will move from Lathrop to Tracy irrespective of timetable superiority. Eastward trains on receiving proceed indication through East Zone, or, if in siding, at Signal 828, or permission from Signal Operator to pass that signal if displaying "STOP" will move from Lathrop to Tower No. 4, Stockton, irrespective of timetable superiority.

**RULE 83 (A).**

At the following stations, only trains originating and terminating will register:

Modesto
Turlock
Davis
Newark
Port Costa
Avon
Los Banos
Livermore
Pittsburg
Magnolia Tower
Suisun-Fairfield

At Sacramento: First-class trains and passenger extras register at Passenger Station and other trains register at Sacramento, 12th Street.

At Ingle: No. 433 and trains originating and terminating.

At Kerman: Trains originating and terminating.

At Martinez: Only westward trains and trains originating and terminating.

At Oakdale Nos. 448 and 449 and trains originating and terminating.

Extra trains will register at Stockton, Lathrop, Merced, Napa Junction, Niles Tower and Niles.

Rule 83-A, 83-D and 206-A will not apply to Merced Subdivision trains originating or terminating at Lathrop when using east leg of wye.

**RULE 83 (B).** At open train-order offices trains may register by ticket as follows:

| | |
|---|---|
| Elmhurst | Regular Trains |
| Niles | Nos. 95, 278, 279, 280 and 235 |
| Niles Tower | All Trains |
| Redwood Junction | All Trains |

**RULE 83 (B).—Continued.**

| | |
|---|---|
| Newark | Nos. 259, 258, 407 and 406 |
| Santa Clara | All trains at Santa Clara Tower |
| Martinez | Westward Trains |
| Stockton, Extra trains except those originating and terminating. | |
| Lathrop | All trains on Lathrop Subdivision<br>Merced subdivision trains originating or terminating at Lathrop using west leg of wye. |
| Merced, All trains except those originating and terminating | |
| Magnolia Tower | All Trains |
| Sacramento, 12th St: Western Division trains except those originating and terminating. | |

**RULE 83 (D).** Western Division trains via Agnew receiving train orders at San Jose Passenger Station applying to Western Division will not comply with Rule 83 (D) at Santa Clara Tower.

Western Division trains originating Roseville, via Elvas and Brighton, will obtain separate Sacramento and Western Division clearances.

Rule 83-D will not apply to westward trains from Merced subdivision at Lathrop when there are no train orders to be delivered to such trains at Lathrop.

**RULE 83 (E).** A train, when authorized by train order, may check the register against an extra train and proceed if such extra train appears on the register with the number and date of its restricting order registered in column captioned "Signals".

When a train is so authorized to check the register, it must register and place the restricting order number and date in column captioned "Signals."

**RULES 86 and 87.** Second and inferior class trains and extra trains must clear time of Streamliner CITY OF SAN FRANCISCO No. 101 and No. 102 not less than fifteen (15) minutes.

**RULE 93.** Yard limits are established at the following stations:

Oakland
Port Costa
Suisun-Fairfield
Davis
Sacramento
South Vallejo
Napa Jct.
Napa
Calistoga
Schellville
Port Chicago
Pittsburg
Tracy
Lathrop
Modesto
Turlock
Merced
Madera
Fresno
Redwood Jct.
Newark
Niles
Livermore
Stockton
Lodi
Galt
Los Banos
Kerman
Oakdale
Valley Spring
Kentucky House
Ione
Raymond
San Jose

**Oakland Yard:** Between Oakland Pier and yard limit sign east of South San Leandro and yard limit sign east of Elmhurst on Elmhurst-Santa Clara line, Stonehurst, San Pablo, including Richmond Transfer and Richmond Belt Railway and East Bay Electric lines.

**Port Costa Yard:** Extends from Mile Post 28.2 west of Crockett to Mile Post 37.2 west of Avon. Martinez to Benicia Junction and Benicia Junction to Benicia.

**Tracy:** Eastward passenger trains arriving Tracy via Port Costa line must obtain signal from Yardmaster or his representative before passing Signal 820 located just west of "C" Street crossing.

Eastward passenger trains arriving Tracy via Niles line must receive signal from Yardmaster or his representative before passing Signal 704.

**Fresno Yard:** Limits are defined by yard limit signs at the following points:

| | |
|---|---|
| Kerman Line | Mile Post 206.32. |
| Merced Line | Mile Post 199.08. |
| Bakersfield Line | Mile Post 210.81. |
| Exeter Main Track | Mile Post 208.15. |
| Clovis Branch | Mile Post 209.6. |

Westward trains or engines must receive proceed signal from yardman at Kern Street; and Eastward trains or engines must receive proceed signal from yardman at Merced Street.

Trains arriving and departing via Los Banos line at Fresno will receive proceed signal from herder at Divisadero Street, green flag by day and green light by night.

Trains or engines will not move against current of traffic on double track between Divisadero Street and Clinton Avenue and between Cherry Avenue and Calwa Tower, Fresno, except on authority of Yardmaster. When making movements against current of traffic, trains or engines must be preceded by flagman over railway and street crossings at grade where wigwags are installed, protecting these crossings during movements.

Within yard limits, engines must clear the main track not less than fifteen (15) minutes for Streamliner CITY OF SAN FRANCISCO No. 101 and No. 102.

**RULE 95.** Train Orders issued under Form F reading to or from Santa Clara will apply over the Coast Division into and out of San Jose.

**RULE D-97 (A).** Will apply on double track between Oakland Pier and Sacramento and between Oakland Pier and Elmhurst and between Tracy and Stockton Tower No. 4, and between Martinez and Mococo.

**RULE 98. RAILROAD CROSSINGS AT GRADE NOT INTERLOCKED:**

**Napa Valley Railway,** 1900 feet east of Napa Junction on Schellville line, STOP.
**Napa Valley Railway,** 3600 feet east of Napa Junction on Napa line, STOP.
**Napa Valley Railway,** 3200 feet west of Union, on Buchli-Union line, STOP.
**Napa Valley Railway,** 600 feet west of Napa, on Napa line, STOP.
**Sacramento Northern Railway,** 4000 feet east of Hookston on Avon-Radum line, STOP.
**A. T. & S. F. R. R.** at Oakdale, STOP.
**Central California Traction Co.** at Roma, STOP.
**Central California Traction Co.** at Vanstow, STOP.
**Stockton Belt Ry.,** Paper Mill spur, STOP and FLAG.
**Western Pacific Railway,** between Elmhurst and Stonehurst, STOP.
**Western Pacific Railway** at 42nd Ave., Oakland, STOP and FLAG.
**Key Route** crossing Santa Fe lead east of Santa Fe Interchange, Oakland, STOP.

**Surryhne Drill** crossing, Santa Fe lead east of Santa Fe Interchange, Oakland: Passenger trains of Santa Fe must approach crossing under control and not exceed 10 miles per hour over crossing, and if visibility is impaired or if trains are on or approaching crossing on drill track, must STOP and not proceed until it is safe to do so.

All trains, motors, or engines except passenger trains of either railroad STOP and FLAG.

Yard engines must be protected before crossing Western Pacific Ry. on Stonehurst line and at Third and Fallon Streets, and San Francisco & Oakland Terminal Ry. at Ward Street on Shattuck Avenue line and Parker Street on Ninth Street line.

## DRAWBRIDGES INTERLOCKED OR GOVERNED BY BLOCK SIGNALS:

| | |
|---|---|
| **Martinez-Benicia Bridge** | Suisun Bay |
| **Sacramento** | Sacramento River |
| **Cygnus** | Cordelia Slough |
| **Avon** | Pacheco Slough |
| **Dumbarton** | San Francisco Bay |
| **West of Newark** | Newark Slough |
| **Between Albrae and Alviso** | Warm Springs Creek—Coyote Creek |
| **San Joaquin River Bridge** | San Joaquin River |
| **Brazos** | Napa River |

## DRAWBRIDGE NOT INTERLOCKED:

Drawbridge not interlocked over San Joaquin river on spur track in connection with Stockton Port Belt Ry., Stockton, normal position of bridge, OPEN. Enginemen will sound whistle signal 14 (j) when wish bridge to be closed for movement.

**RULE 103 (A).** In general, highway crossing signals are so designed that they will not operate for trains or engines making a reverse movement after having passed over the crossing. Trains or engines making such reverse movements must protect the crossing unless it is known that signals are operating.

Switching must not be performed over Main and Olive Street crossings, Turlock, between hours of 12 noon and 1:00 p. m. All switching between these hours must be performed from west end of melon and house tracks.

By ordinance of the Town of Newman, it is a misdemeanor to switch the house track between Merced and Fresno Streets from five minutes before arrival to five minutes after departure of passenger trains.

Stockton Yard: When making movements eastward on Scott's Avenue, before crossing El Dorado Street, following will govern:

With engine ahead pulling cars, stop and proceed.

With cars being shoved, stop and proceed with yardman flagging movement over El Dorado Street.

No train, engine, motor or car shall be operated over any crossing where special signs appear, reading:

STOP—FLAG HIGHWAY TRAFFIC, or
CAUTION—FLAG HIGHWAY TRAFFIC

unless same be first brought to a stop or caution observed (as indicated by sign) and traffic on crossing protected by member of train crew or other competent employe acting as flagman.

**RULE 104. THE NORMAL POSITION OF SWITCHES AT THE END OF DOUBLE TRACK AND AT JUNCTIONS, WILL BE AS FOLLOWS:**

**Elmhurst**.......(End of double track) for Eastward track.
Junction Switch for Niles line.
Whistle Signals:—For Santa Clara line, one short, two long.
For Tracy line, one long, one short, one long.
For Stonehurst line, one short, one long, one short.
**Niles**.............West end, for Oakland-Tracy line.

Operators at Niles while on duty, will handle junction switch located 550 feet west of station building and cross-over switch located 250 feet west of station building for trains to enter or leave the Niles-San Jose main track. Whistle signal for this route, one long, two short and one long.

Westward trains using crossover located 250 feet west of station building will be governed by indication of Signal No. 287. Eastward trains using crossover will receive a green flag by day and a green light by night.

| | |
|---|---|
| **Avon** | San Ramon Branch, for siding. |
| **Napa Junction** | Suisun-Fairfield-Napa line, for South Vallejo line. |
| **Union** | Crossover switch at west end of siding, for Buchli Union line. |
| **Buchli** | For Schellville line. |
| **Suisun-Fairfield** | Napa line, for siding. |
| **Elmira** | Capay line, for east leg of wye. |
| **Tracy** | West end, for Martinez line.<br>East end, for Lathrop Subdivision. |
| **Lodi** | Woodbridge line, for Lathrop Subdivision.<br>Valley Spring line, for siding on Lathrop Subdivision. |
| **Galt** | Ione line, for siding Lathrop Subdivision. |
| **Ingle** | Riverdale line, for siding on Los Banos Subdivision. |
| **Kerman** | Armona line, for main track Los Banos Subdivision.<br>Biola line, for Kerman-Fresno main track. |
| **Merced** | Oakdale line, for main track Merced Subdivision. |
| **Berenda** | Raymond line, for main track Merced Subdivision. |
| **Biola Junction** | Los Banos Subdivision, for main track Merced Subdivision. |
| **Fresno Yard** | Clinton Ave. (End of double track). For Eastward track. This is an oil buffer spring switch. |
| **Fresno** | Los Banos line, for Eastward track. This is an oil buffer spring switch. |
| **Peters** | Milton line, for Stockton-Oakdale main track. |

**Martinez.** The junction switch of the eastward tracks is located 614 feet east of Martinez passenger station, and normal line-up will be for Bridge line. Train-order operator will handle this switch for eastward trains via Tracy line.

The junction switch of the westward tracks is located 1580 feet east of Martinez passenger station, and the normal line-up will be for the Bridge line. This is an oil buffer spring switch.

Crossover located 300 feet east of Signal SA 346 near east end of the bridge will be known as "Upper Crossover."

Crossover located 2700 feet east of Mile Post 35 near foot of grade on eastward track will be known as "Lower Crossover."

Whistle Signals:—For the Bridge line, one short, two long.
For Tracy line, one long, one short, one long.

**Mococo**...............(End of double track)—For westward track. This is an oil buffer spring switch.

**RULE 104 (A).** Conductors and engine foremen must personally know that main track switches used by them are left locked when clearing main track for Streamliner CITY OF SAN FRANCISCO No. 101 and No. 102.

**RULE 105.** LATHROP sidings are designated as follows:

Westward siding is the siding leading from the westward main track 1500 feet east of corral and re-entering main track just east of water tank.

Eastward siding is the siding leaving eastward main track about opposite corral and re-entering eastward main track at extreme east end of Lathrop yard, and speed must not exceed 20 miles per hour through this siding.

Fresno siding is the siding leaving eastward main track at extreme west end of Lathrop yard and entering Merced Subdivision main track at automatic signal 932.

**RULE 107.** More than one train should not occupy tracks between Franklin and Washington Streets, Oakland, at the same time. If necessary for two trains to occupy this territory, one train only should be moving. Passenger trains to have preference.

Electric trains have preference over main line trains at Fruitvale.

Station platform indicator 2200 feet west of station at Crockett indicates whether or not platform at Crockett is occupied by other trains. Eastward trains to be governed thereby.

**RULE 221.** Light will not be displayed in train-order signals on Capay, Napa, San Ramon, Oakdale, and Lodi branches and at Biola except when train orders are to be delivered.

Trains must obtain a clearance before leaving Newark, Stockton, Merced, Napa Junction, Niles and Kismet Tower.

Trains using west leg of wye to Merced Subdivision must obtain clearance before leaving Lathrop.

Magnolia Tower is train-order office for trains leaving West Oakland Yard only.

**RULE 221 (A).** It is unnecessary for dispatchers to O. K. a clearance and operators to transmit the address and order numbers from clearance to the train dispatcher, unless requested to do so by train dispatcher, nor will they complete that portion of clearance reading:

"OK at..........M..........Chief Train Dispatcher," all provided that said orders affect movement of a train wholly within block system or centralized traffic control system limits.

If the orders affect movement, either wholly or in part, outside of the block system or centralized traffic control system limits, operators must repeat address and order numbers and obtain dispatcher's OK before the orders are delivered.

## AUTOMATIC BLOCK SYSTEM

**RULE 509.** A train or engine, when backing out of a siding or other track in block system limits, will, unless backed to clear block signal, proceed as if signal be in stop position.

When stopped by a block signal which governs movement over a drawbridge, train must be preceded by flagman over drawbridge.

**RULE 511.** Within block signal limits after switches of a crossover are thrown wait three minutes before crossing over unless block signals protecting the movement can be seen to be in stop position not less than one-half mile distant.

**RULE 512 (A).** Where switch indicators and dwarf signals are used, movements to main track will be governed as follows:

If indicator is clear, switches may be lined. The first switch or derail lined, dwarf signal will indicate red. When second switch or derail is lined, dwarf signal will indicate green. When signal indicates block occupied, after proper line-up has been made, Rule 512 (A) will govern movement to main track.

**RULE 516.** Overlap posts are located at:

| | |
|---|---|
| Port Chicago | Eastward trains. |
| Nichols (150 feet east of west switch) | Eastward trains. |
| Wayne (Highway Crossing) | Eastward trains. |
| Hayward (2500 feet east of signal 187) | Westward trains. |
| Livermore (1275 feet east of signal 473) | Westward trains. |
| Livermore (850 feet west of signal 470) | Eastward trains. |
| Manteca (2300 feet east of west switch) | Eastward trains. |
| Floyd (1500 feet east of west switch) | Eastward trains. |

### TRACY

Signals are numbered as automatic signals and are under control of switchtender. When "Stop" is displayed, trains must stop and not proceed until "Proceed" is indicated or proceed signal is given with green flag or green light by switchtender.

Eastward movements are governed by dwarf light signals 710, 712 and 714.

Westward movements from Lathrop Subdivision are governed by high light type signal 713 located 300 feet east of Puzzle Switch, the high light governing movements on main track and the low light governing movements to Hill or Local Yard, and dwarf light signal 715 located on right of eastward track 300 feet east of Puzzle Switch governing movements to all routes.

Westward movements from Los Banos Subdivision are governed by semaphore type signal 823, located 300 feet east of Puzzle Switch, top arm governing movements on main track and lower arm governing movements to Hill or Local Yard.

Westward freight trains stopped by Signal 717, located just east of highway crossing east of Tracy, will use telephone located on this signal and call switch tender at Puzzle switch and be governed by his instruction.

### ELMHURST

Signals are numbered as automatic signals and are under control of switch-tender. When "Stop" is displayed, trains must stop and not proceed until "Proceed" is indicated or proceed signal is given with yellow flag or yellow light by switch-tender.

### FRESNO

West switch and derail of running track, Fresno Yard near Biola Jct., the Biola main track junction switch and derail, and switch No. 2 track west of Ashland Ave. are hand operated by using the switch levers on side of electric switch machines.

Signals governing movements from Biola Branch and from the west end of No. 1 track will indicate stop until derails and switches have been properly lined for route desired, when signals will indicate proceed.

## SPECIAL SIGNALS

Following block signals equipped with a triangular number plate have included in their control limits a special protective device. When these signals indicate "STOP" careful inspection must be made of track or structures, as indicated below, and it must be known that they are safe for passage of trains before proceeding:

| | | |
|---|---|---|
| No. | 950 | High water alarm, Merced subdivision. |
| | 965 | " " " " " |
| | 1074 | " " " " " |
| | 1091 | " " " " " |
| | 1372 | " " " " " |
| | 1395 | " " " " " |
| | 1936 | " " " " " |
| | 1951 | " " " " " |
| | 423 | Protection for oil buffer switch at Shinn. |
| | 359 | " " " " " " Mococo. |
| | 374 | " " " " " " Napa Junction. |

## OIL BUFFER SPRING SWITCHES

When a block signal in advance of a facing point oil buffer spring switch indicates "STOP", careful examination of switch must be made before passing over it. When making trailing point movement and train is stopped on switches, a reverse movement must not be made, nor the slack taken until the switch has been thrown by hand. When movement has been completed through switch, reverse movement must not be made until point closes.

Running switches are prohibited and sand, blow-off cocks and injectors must not be used nor boosters started, while passing over these switches.

Switches are located as follows and speed indicated must not be exceeded when passing over such switches:

| | | M.P.H. |
|---|---|---|
| San Joaquin River Drawbridge: | | |
| West End.. | Trailing eastward | 25 |
| | Facing westward | 35 |
| East End.. | Trailing westward | 35 |
| | Facing eastward | 25 |
| Lathrop..... | Trailing eastward from siding | 20 |
| | Facing westward | 35 |
| Shinn....... | Trailing eastward | 8 |
| | Facing westward | 35 |
| Fresno, Clinton Ave., end double track: | | |
| | Trailing westward | 35 |
| | Facing eastward | 20 |
| Napa Jct.... | Trailing eastward | 8 |
| | Facing westward | 30 |
| Mococo..... | Trailing eastward | 35 |
| | Facing westward | 35 |
| Martinez.... | Trailing westward | 35 |
| Redw'd Jct.. | Trailing eastward | 25 |
| | Facing westward | 35 |
| Fresno, Junction Los Banos line: | | |
| | Trailing eastward | 15 |
| | Facing westward | 10 |

## INTERLOCKING

Movements governed by short-arm or dwarf signals must be made with caution and position of switches observed, as such signals govern movements for various routes.

On double track within the limits of Oakland yard signal operator may arrange to move trains from one tower to another against the current of traffic, after having an understanding by telephone for each movement. Before moving trains against the current of traffic signal operator must know that track to be used is clear of opposing engines and trains.

At all interlocking plants, when route lined is not to be used, following signal will be sounded by engineers: Two short, one long, two short.

### OAKLAND PIER TOWER

Limits extend eastward to signal bridge 102 on tracks 1, 2, 3 and 4, and to signal bridge 105 on tracks 5, 6, 7, 8, 9 and 10.

When siren whistle on Oakland Pier tower is sounded all engines and trains moving within district controlled by this tower must stop and await proper signal.

The last signal which a train may receive entering any track at Oakland Pier is a double-arm home and distant dwarf signal. If home signal is in proceed position and distant signal at caution it indicates train is entering track occupied by cars. Responsibility for collision will rest with train entering.

### SIXTEENTH STREET TOWER—Oakland

Limits extend from signal bridge 200 to signal bridge 201.

Yard engines must obtain permission from signal operator before doing work on Cedar Street.

Whistle signal for movement to West Oakland yard, one short, two long.

From Santa Fe Interchange to Oakland Pier, one long.

To Santa Fe Interchange, one short, one long, one short.

Enginemen, trainmen and yardmen on electric line may accept hand signal from tower window to move against fixed signals.

### SHELLMOUND TOWER

Limits on main tracks extend from signal bridge 205 to signal bridge 206.

Whistle signal for westward trains approaching Shellmound tower on track No. 2, for West Oakland yard, one short, two long.

### WEST OAKLAND TOWER—First and Cedar Streets, Oakland

Limits on First St. main tracks extend from signal bridge 111 to signal bridge 112.

Cedar Street single track is controlled by West Oakland and 16th Street towers. Trains will use this track against opposing trains on receiving proceed signal.

### MAGNOLIA TOWER—First and Chestnut Streets, Oakland

Limits on eastward main track extend from home signal 1600 feet west of Western Pacific crossing to dwarf signal 200 feet east of crossing, on westward main track from home signal 500 feet east of Western Pacific crossing to dwarf signal 480 feet west of crossing.

### FRUITVALE TOWER—Fruitvale

Limits on main tracks extend from signal bridge 123 to signal bridge 127.

### RADUM TOWER—Junction of Niles-Tracy line and Radum-Avon line

Limits on main track extend from home signal at west Wye switch to home signal at east Wye switch and on Radum-Avon line to home signal at Wye switch.

Normal position of the interlocking signals for the Niles-Tracy line and Western Pacific main track will be in proceed position in both directions.

If a train on the Niles-Tracy line should find the interlocking signals in the "stop" position, it will flag through the limits of inoperative signal.

Signal operator on duty at Radum Tower 9:00 a. m. to 12:00 noon, and 1:00 p. m. to 10:00 p. m., daily except Sundays.

After these hours when necessary for train movement from Niles-Tracy line to Radum-Avon line, or vice versa, it will be necessary to call the signal operator who resides at Pleasanton to operate signals and switches for such movements and in case unable to locate signal operator at Pleasanton, confer with Train Dispatcher.

### NILES TOWER—Crossing of Western Pacific Ry

Limits extend from two-light signal fifteen feet east of the east junction wye switch at east end of Niles yard Tracy Line to the junction switch of the Centerville-Redwood Junction line and from the Niles-San Jose Junction switch to the junction switch of the San Jose-Centerville-Redwood Junction line.

Whistle Signals:—For San Jose, one short, two long.
For Centerville, one long, one short, one long.
For Niles, one short, one long, one short.
For Tracy, one long, one short, one long, one short.

Engines leaving trains and running light into Niles yard for water, one short, one long, one short, one long.

### NEWARK TOWER

Limits extend from two-light signal fifty feet east of the wye switch on the Centerville line to two-light signal 1150 feet east of the wye switch on the Santa Clara line and to two-light signal 650 feet west of the wye switch on Elmhurst line and dwarf signals on Redwood Junction line near Newark station.

Whistle Signals:—For Santa Clara, one short, two long.
For Santa Clara siding, one short, two long, one short.
For Redwood Junction, one long, one short, one long, one short.
For Dumbarton siding, one long, one short, one long, two short.
For Centerville, one long, one short, one long.
For Elmhurst, one short, one long, one short.

### LIMITS OF MARTINEZ-BENICIA BRIDGE INTERLOCKING PLANT EXTEND AS FOLLOWS:

#### BRIDGE ZONE

On westward track from westward home signal 800 feet east of draw span to eastward dwarf signal 550 feet west of draw span.

On eastward track from eastward home signal 550 feet west of draw span to westward dwarf signal 800 feet east of draw span.

#### EAST END ZONE

On eastward track from signal SA 346 near Upper Crossover to westward dwarf signal at east switch of Lower Crossover.

Telephones connecting with interlocking station are located at Upper Crossover and at Lower Crossover.

Westward trains and engines intending to move from running track through lower crossover against the current of traffic on eastward main track to upper crossover must not throw either switch of lower crossover until signal operator on bridge has been communicated with and his permission given by display of clear indication in switch indicator located at east switch of crossover. Switches may then be thrown and the movement will be governed by indication of interlocking dwarf signal at east switch of crossover. This dwarf signal will remain dark until one of the crossover switches is thrown whereupon it will indicate "Stop." After second switch of crossover is thrown it will indicate "Proceed" providing signal operator has cleared it.

Trains and engines moving westward on eastward main track through upper crossover will first call signal operator on phone unless switch indicator at east switch of crossover shows clear indication. If indicator shows clear indication switches may be thrown and movement will then be governed by automatic dwarf signal 345.

### LIMITS OF MARTINEZ STATION INTERLOCKING PLANT EXTEND AS FOLLOWS:

On westward tracks of Tracy line and Bridge line, from westward home signals 2400 feet east of passenger station to westward signal No. 343 at east switch of West Siding. The two signals, one directing the movement of the Tracy westward main track and the other directing movement of the bridge westward main track, will be operated by the operator in the Martinez train order office.

On eastward track from two-light signal 600 feet east of Martinez passenger station to westward dwarf signals 938 feet east of Martinez passenger station on both Bridge and Tracy lines.

Telephones connecting with interlocking station are located at each end of interlocking limits.

### DAVIS TOWER

Limits on double track extend from home signal 1200 feet west of tower to signal bridge, 1700 feet east of tower, on Woodland line to signal bridge 1200 feet north of tower.

Whistle signal to and from Sacramento, for the Woodland line, one short, two long.

Whistle signal for Western Division, eastward trains desiring to enter siding at Davis, one long, one short, one long.

### MIKON TOWER—Crossing Sacramento Northern Railway

Limits on double track extend 500 feet each side of crossing.

### SAN JOAQUIN RIVER DRAW BRIDGE TOWER—
San Joaquin River Bridge between Banta and Lathrop

Limits on eastward track extend from home signal 450 feet west of west switch to dwarf signal 350 feet east of east switch; on westward track from home signal 450 feet east of east switch to dwarf signal 350 feet west of west switch.

Both switches are oil buffer spring switches.

### LIMITS OF LATHROP STATION INTERLOCKING PLANT EXTEND AS FOLLOWS:

#### EAST ZONE

From Signal 818SA on bracket pole 575 feet west of west switch of crossover to Signal 821SA, 65 feet east of east switch of crossover.

#### WEST ZONE

From Signal 814SA, 360 feet west of junction switch to signals 813SA and 815SA, 340 feet east of junction switch.

#### SOUTH ZONE

From Signals 924SA and 936SA, 225 feet west of junction switch to Signal 937SA, 65 feet east of junction switch.

Permission to pass signal 828 from east siding when at stop will be procured from signal operator.

Telephones connecting with signal office located at home interlocking signals governing entrance to each zone and at east switch of eastward siding.

Speed of 25 miles per hour must not be exceeded through switches of East Zone and 10 miles per hour through switches of West Zone.

### FRENCH CAMP TOWER—Tidewater Southern R. R. Crossing 1.6 miles east of French Camp

Limits on eastward track extend from home signal 750 feet west of crossing to dwarf signal 600 feet east of crossing; on westward track from home signal 600 feet east of crossing to dwarf signal 350 feet west of crossing.

Signal Operator on duty 6:00 p. m. to 10:00 p. m. and 11:00 p. m. to 3:00 a. m. Signals will be left in proceed position and switch and derail to stock yard spur will be left for normal handling by trainmen when Signal Operator is off duty.

During hours when Signal Operator is on duty, switch leading to Union Stockyards track will be electrically locked and controlled by Signal Operator.

Trains entering this track must restore switch and derail and lock same. Before leaving this track, permission must be obtained from Signal Operator and will be given in accordance with Rule 628. It may be called for by use of Whistle Signal, three long and one short.

Engineers will sound whistle signal 14 (m) when they wish to enter or pass through this plant when Signal Operator on duty.

### STOCKTON TOWER No. 2—A. T. & S. F. Crossing, Sacramento and Taylor Streets, Stockton

Limits on double track extend from signal bridge 800 feet west of crossing to signal bridge 800 feet east of crossing.

Engineers will sound whistle signals as follows when they wish switches lined for:

Westward main track, two short, two long.
Eastward main track, one long, one short, one long.
Middle track, one short, two long.
Siding, two long, two short.
Gauns track, one short, one long, one short.
Houser-Haines track, two short, one long, one short.

One short sound of tower siren (o) will be signal for all train movements to stop.

Two short sounds repeated several times (oo oo oo) will be signal for yard and train crews to clear the plant at once.

### STOCKTON TOWER No. 3—Western Pacific R. R. Crossing Weber Avenue and Union Street, Stockton

Limits on main track extend from home signal 500 feet east of crossing to home signal 150 feet west of crossing, on either leg of wye.

### STOCKTON TOWER No. 4—Western Pacific R. R. Crossing .4 mile west of El Pinal

Limits on eastward track extend from two-light signal 660 feet west of crossing to single-light signal 900 feet east of crossing. Westward track from two-light signal 900 feet east of crossing to dwarf signal 200 feet west of crossing.

Switches and derails on tracks of Gulf Red Cedar Products Company and Gilmore Oil Company are hand operated with electric lock controlled by Signal Operator.

When engineers wish to use crossover they will sound whistle signal, one long, one short, one long.

### MODESTO TOWER—Tidewater Southern Railway Crossing 1.6 miles east of Modesto

Limits extend from home signal 500 feet east of crossing to home signal 500 feet west of crossing.

No Signal Operator on duty. Signals and derails lined for Southern Pacific movement. Instructions governing operation of plant posted in tower.

### LATHROP TOWER—Western Pacific R. R. Crossing .9 mile east of Lathrop on Merced Subdivision

Limits extend from home signal 600 feet east of crossing to home signal 450 feet west of crossing.

Engineers of eastward trains will sound whistle signal, one long, one short, when they wish to enter or pass through this plant.

### LYOTH TOWER—Western Pacific R. R. Crossing, Lyoth

Limits on main track extend from home signal 650 feet east of crossing to home signal 700 feet west of crossing.

Engineers will sound whistle signal, one short, one long, one short, when wish to enter or leave siding.

### MERCED TOWER No. 1—A. T. & S. F. R. R. Crossing 1.8 miles west of Merced on Oakdale Line

Limits extend from home signal 550 feet east of crossing to home signal 550 feet west of crossing.

Signal Operator on duty from 9:00 a. m. to 12 noon and 1.00 p. m. to 6:00 p. m.

During hours when Signal Operator not on duty, signals will be placed at proceed and derails lined for A. T. & S. F. R. R. and will be necessary to call Signal Operator, who resides in Merced, to operate the plant. Trainmen to confer with Train Dispatcher who will make necessary arrangements.

### KISMET TOWER—A. T. & S. F. R. R. Crossing Raymond Line 3.3 miles east of Berenda

Limits extend from home signal 400 feet east of crossing to home signal 400 feet west of crossing.

### POLK

Switch and eastward signals at Polk are operated from Elvas Tower and their use is governed by Sacramento Division interlocking rules.

## STAFF SYSTEM

The main track between Third Street and Calistoga Avenue, Napa, for a distance of 7200 feet used jointly by Southern Pacific Company and San Francisco, Napa and Calistoga Railway. Switches at above location must be lined up for the San Francisco, Napa and Calistoga Railway.

## TRAIN AND AIR INSPECTION

On freight trains, when conditions are favorable and in the judgment of conductor it is safe to do so, run may be made without stopping for inspection from one water stop to the next water stop except that a distance of seventy (70) miles must not be exceeded between inspections.

**AIR BRAKE RULE 2.** Enginemen when leaving roundhouse will make running air test, to ascertain if brakes are in operative condition. Immediately after engine is detached from trains arriving Oakland Pier make running test to ascertain if brakes are in operative condition when proceeding to the wharf.

**AIR BRAKE RULE 11.** Air brake inspection at points where no car inspectors are on duty, and motive power and/or engine crew or train crew is changed on a freight train, shall be made as follows:

After train is made up and engine attached, engineer will apply brakes with 20 pound service reduction and leave them applied. Trainmen will then pass along train to determine that brake is applied on each car. Numbers of any cars found with inoperative air brakes must be reported on form 2809 and such cars assembled and switched to rear of train, next ahead of caboose, before leaving that station. After this inspection has been made, brakes have been released, and trainmen have noted that normal brake pipe pressure has been restored as indicated on caboose gauge, and have given signal to engineer, latter must comply with last part of Rule 11 to avoid brakes sticking from an overcharge of the brake system, etc.

If necessary to switch any cars to rear account brakes being inoperative, Rule 17 must be complied with before departure.

Rule 34 must be observed to determine by rolling inspection that each brake releases properly.

Attention is directed to Safety Appliance Act which requires that whenever any train is operated with power or train brakes, not less than 85 per cent of cars of such train shall have their brakes used and operated by engineer of engine drawing such train; and all power-brake cars in every such train which are associated together with 85 per cent., shall have their brakes so used and operated.

**AIR BRAKE RULE 13.**

At lay-over points for passenger equipment, where there are no car inspectors, crews must make air brake test before starting on initial trip, as follows: Brake pipe must be fully charged, engineer then apply air brake; trainmen must examine each car to see whether all brakes are applied. If all brakes apply, trainmen must give signal 16(e) from rear car, examine each car in train to see that all brakes release, and report condition to the engineer.

**AIR BRAKE RULE 16.** Running air brake test must be made:

Oakland, 16th St.....Westward trains for Oakland Pier.

Also equipment being handled between Oakland Pier and West Oakland.

On Lathrop Subdivision eastward passenger trains will make running test leaving Tracy, Lathrop and Stockton only and westward passenger trains leaving Akers, Stockton and Lathrop only.

On Martinez Subdivision will not be necessary to make running test for drawbridges at Cygnus and Avon.

In making running air brake test trainmen use communicating signal 16 (h) instead of hand or lamp signals.

**AIR BRAKE RULE 17.** Rear end test must be made immediately prior to departure from:

| | |
|---|---|
| Oakland Pier | Equipment for West Oakland. |
| West Oakland | Equipment for Oakland Pier. |
| Toyon | All trains except passenger trains. |
| Napa Junction | Trains via Cordelia. |
| Cordelia | Eastward trains that stop. |

At Davis Air Brake Rules 16 and 17 will not apply to a passenger train from the Woodland line unless the brake pipe has been separated, engine or cars added or crew changed.

Freight trains may pass Altamont or Creston without stopping for purpose of rear end air test if proceed signals are given by trainmen after complying with Air Brake Rule 32. Speed must be reduced to 8 miles per hour. Helper engineers will reduce working steam sufficiently in advance so that lead engineer may control speed by gravity.

**AIR BRAKE RULE 56.** One retainer for each 150 Ms handled must be turned up on westward freight and mixed trains between Toyon and one-half mile east of Valley Spring, and between Norval and Helisma.

Retainers must be used between Mile Posts 195 and 190 on Raymond Branch as follows: One retainer for each 100 Ms handled in train. The required number of retainers must be turned up on head end of train.

When necessary retainers will be used between Altamont and Midway, Altamont and Ulmar, Creston and Cordelia, Creston and Napa Junction and speed must not exceed 25 miles per hour. Nothing less than ten retainers will be used and alternated on heavy loads at head end of train, and must not be used continuously on any car for more than five miles to prevent hot or cracked wheels.

## MISCELLANEOUS

**1.** In all cases where it is necessary to make a short move to reach water or oil column, including that required to spot second engine of double header, engines of trains of more than 30 cars must be cut off before spotting at column.

Westward freight trains taking water at Merced between 7:00 a. m. and 6:00 p. m. will stop east of east crossing.

Engines of Sierra Railway Co. will take water from Southern Pacific supply at Oakdale, necessitating use of main track by Sierra engines for this purpose. All trains and engines must move with caution between "F" and "G" Streets, Oakdale, expecting to find main track occupied.

**2.** Two yardmen must be with engine when handling two cars or more at Oakland Pier. In no instance shall both yardmen ride on the same platform.

**4.** (a) Pushing trains out of yards: Pusher engine will not be placed behind wooden underframe cabooses or other wooden frame cars and 4000, 4100 and 4200 class engines will not be used in pusher service behind steel underframe cabooses.

Switch engines regularly assigned to pusher service must be equipped with Russel-Jordan device to prevent coupler pin from dropping and avoid necessity for yardmen uncoupling pusher engine to detach it from train. Knuckle must not be removed or closed, or cutting lever fastened in release position as a means to prevent coupling. Unless local conditions require trains need not be stopped to detach pusher engines.

Air will not be coupled through pusher engines while in service.

(b) In helper service: Helper engines will not be placed behind wooden underframe cars or cabooses.

Helper engines of 4000, 4100 and 4200 class will not be placed behind steel underframe cabooses.

More than one helper engine must not be placed behind steel underframe cabooses.

**5.** The working track between Port Costa and Mile Post 28.2 west of Crockett may be used by westward freight trains, displaying markers as per Rule 19, same as though moving against current of traffic.

**6.**

Engines or trains using the wye at Napa Junction must approach from the Suisun-Fairfield line and go around via the Napa line.

Cars must not be left on straight leg of wye at Lathrop so as to block the tool house or crossover.

Engines will be turned on Santa Fe wye at Oakdale. In doing so, engines will operate over Sierra Railway main track from Oakdale to Santa Fe Junction, being governed by current Sierra Railway timetable (copy can be secured from SP Agent), and will secure clearance from Sierra Railway operator before leaving Oakdale, during such time as operator on duty; also be governed by Special Rule No. 3, Sierra Railway timetable reading as follows:

> "All trains will approach yard limits of stations shown with trains under full control, expecting to find main track obstructed. This does not give switching engines right over any train."

Sierra switch key may be found in telephone box at S. P. station.

Every precaution for safety must be observed, flagging if conditions require.

**8.** At points where engine is to be changed or cars set out or picked up on passenger trains, rear brakemen will open steam valve on rear of train at station one mile board and enginemen will shut off the steam one-half mile from station.

**10.** El Pinal Winery Spur cannot be used beyond point 400 feet from main track.

**10—Cont'd.** Engines heavier than those shown herein will not be permitted to operate on following lines or tracks:

| | |
|---|---|
| Schellville Branch | MK 4 |
| Vallejo Branch | M 9 |
| Napa Branch, Napa Jct. to Union | C |
| Napa Branch, Union to Calistoga | M 4 |
| Buchli Union Branch | M 4 |
| Capay Branch, Winters to Capay | M 4 |
| San Ramon Branch, Avon to San Ramon | M 4 |
| Ione Branch | M 4 |
| Lodi Branch | C |
| Stockton, Tracks 2 and 3 except to pick up and set out cars | C |
| Oakdale Branch | MK 6 |
| Milton Branch | E 23 |
| Chowchilla Branch | M 4 |
| Raymond Branch, Berenda to Daulton | T 40 |
| Raymond Branch, Daulton to Raymond | M 4 |
| Halvern-Alvarado line | M 9 |
| Tremont, Corral Track | C |
| Alvarado, Alameda Sugar Co. Spur | MK 6 |
| Alviso, Cannery Spur | C |
| Agnew, Distillery Spur | C |
| Ravenswood and Dumbarton Spurs | C |
| Lodi, Tracks 5 and 6 and link from track 3 to track 5 | C |
| Manteca, Spreckles Sugar Spur | C |
| Livingston, Spur to Shed 101 | C |
| Madera, Winery Spur | M 4 |
| Timba and Kearney Spurs | M 9 |

**11.** **MAIN TRACKS**

Main tracks between Oakland Pier and Bay Street (Oakland), numbering from the north, are designated as 1, 2, 3, 4, 5, 6, 7, 8, 9 and 10, and used as follows:

No. 1—Westward Trains, via Oakland (Sixteenth Street).
2—Eastward Trains, via Oakland (Sixteenth Street).
3—Westward Electric Trains, via Oakland (Sixteenth Street).
4—Eastward Electric Trains, via Oakland (Sixteenth Street).
5—Westward Electric Trains, via Seventh Street.
6—Eastward Electric Trains, via Seventh Street.
7—Westward Trains, via Oakland (First Street).
8—Eastward Trains, via Oakland (First Street).
9—Westward running track from passenger yard (First Street).
10—Eastward running track to passenger yard (First Street).

Main tracks between Oakland 16th Street and Shellmound Tower, numbering from the Bay, are designated as 1, 2, 3, 4, 5, and 6, and used as follows:

No. 1—Westward Freight Trains.
2—Eastward Freight Trains.
3—Westward Passenger Trains.
4—Eastward Passenger Trains.
5—Westward Electric Trains.
6—Eastward Electric Trains.

Tracks between East Oakland and Sather will be designated as 1, 2, 3 and 4 and used as follows:

No. 1—Westward Electric Trains.
2—Eastward Electric Trains.
3—Westward Steam Trains.
4—Eastward Steam Trains.

**15.** Trains must not pass the switchtender's stations at Sixth and Seventh Streets, Sacramento, without receiving signal from switchtender to proceed, green flag by day and green light by night, and will move with caution between these points.

**20.** Handling of freight cars in trains behind passenger cars carrying passengers prohibited.

Baggage, express, mail, refrigerators or other head end cars must not be handled on rear of passenger trains unless trainmen can pass through them.

The term "freight car" does not include a baggage, express or mail car, or a caboose.

## SPEED RESTRICTIONS

**Maximum speed of any passenger train must not exceed 50 miles per hour except as otherwise provided for.**

**Maximum speed of any freight or mixed train must not exceed 35 miles per hour except as otherwise provided for.**

**Speed Restrictions in Miles Per Hour, Will Apply as Follows:**

| | | PASSENGER | | | | | FREIGHT | | | LIGHT ENGINES RUNNING FORWARD | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Page No | BETWEEN | Maximum Except Streamliner Diesel Power | Streamliner Diesel Power Unit | With T 1, 2, T 7 to 23, 28 31, 36 MK 5, 6, 7, 8, 9 M | With SP 1, 2, 3, F 1, 3, 4, 5, 6 MM 2 & AM AC 4, 5, 6 C 2 to 10 C 18 to 29 Incl. | With C12, 15, 17; MC 2, 4, 6 AC 1, 2, 3, TW | Freight and Mixed Maximum | Engines and Motors Backing | Switch Engines S-SE Type | C 12, 15, 17 MK 2, 4, 10 MC 2, 4, 6 AC 1, 2, 3, 4, 5, 6 MM 2, AM 2 TW | T 1, 2, 7 to 23, 28, 31, 36, C 2 to 10 Incl. C 18 to 29 Incl. MK 5, 6, 7, 8, 9 F 1, 3, 4, 5, 6 SP 1, 2, 3 M | T26, 32, 37, 40 | Mt 1, 3, 4, 5 GS 1 E P A |
| 2, 3, 4, 5 | Oakland and Berkeley, University Ave. | 50 | 60 | 50 | 45 | 40 | 35 | 30 | 20 | 30 | 35 | 40 | 45 |
| 2, 3, 4, 5 | Berkeley, University Ave. and Krieger | 65 | 80 | 50 | 45 | 40 | 40 | 30 | 20 | 30 | 35 | 40 | 45 |
| 2, 3, 4, 5 | Krieger and Port Costa, Tangent | 50 | 60 | 50 | 45 | 40 | 40 | 30 | 20 | 30 | 35 | 40 | 45 |
| 2, 3, 4, 5 | Krieger and Port Costa, on Curves | 40 | 45 | 40 | 40 | 40 | 30 | 25 | 20 | 30 | 30 | 30 | 30 |
| 2, 3, 4, 5 | Passing Port Costa Station | 40 | 50 | 40 | 40 | 40 | 20 | 20 | 20 | 20 | 20 | 20 | 20 |
| 2, 3, 4, 5 | Port Costa and M.P. 28.2 on Working Track | ...... | ...... | ...... | ...... | ...... | 15 | 15 | 15 | 15 | 15 | 15 | 15 |
| 2, 3, 4, 5 | Port Costa and Martinez, Tangent | 50 | 60 | 50 | 45 | 40 | 35 | 30 | 20 | 30 | 35 | 40 | 45 |
| 2, 3, 4, 5 | Port Costa and Martinez, on Curves | 45 | 50 | 45 | 45 | 40 | 30 | 25 | 20 | 30 | 30 | 30 | 30 |
| 6, 7, 8, 9 | Eastward Track, Martinez to M.P. 35 | 45 | 45 | 45 | 45 | 40 | 35 | 30 | 20 | 30 | 35 | 35 | 35 |
| 6, 7, 8, 9 | Eastward Track, M.P. 35 to Suisun-Fairfield | 60 | 80 | 50 | 45 | 40 | 40 | 30 | 20 | 30 | 35 | 40 | 45 |
| 6, 7, 8, 9 | Eastward Track, Suisun-Fairfield to Dixon | 65 | 95 | 50 | 45 | 40 | 40 | 30 | 20 | 30 | 35 | 40 | 45 |
| 6, 7, 8, 9 | Eastward Track, Dixon to Webster | 65 | 80 | 50 | 45 | 40 | 40 | 30 | 20 | 30 | 35 | 40 | 45 |
| 6, 7, 8, 9 | Eastward Track, Webster to Mikon | 65 | 95 | 50 | 45 | 40 | 40 | 30 | 20 | 30 | 35 | 40 | 45 |
| 6, 7, 8, 9 | Eastward Track, Mikon to Sacramento | 65 | 80 | 50 | 45 | 40 | 40 | 30 | 20 | 30 | 35 | 40 | 45 |
| 6, 7, 8, 9 | Westward Track, Sacramento to M.P. 85.3 | 65 | 80 | 50 | 45 | 40 | 40 | 30 | 20 | 30 | 35 | 40 | 45 |
| 6, 7, 8, 9 | Westward Track, M.P. 85.3 to Webster | 65 | 95 | 50 | 45 | 40 | 40 | 30 | 20 | 30 | 35 | 40 | 45 |
| 6, 7, 8, 9 | Westward Track, Webster to M.P. 72 | 65 | 80 | 50 | 45 | 40 | 40 | 30 | 20 | 30 | 35 | 40 | 45 |
| 6, 7, 8, 9 | Westward Track, M.P. 72 to Suisun-Fairfield | 65 | 95 | 50 | 45 | 40 | 40 | 30 | 20 | 30 | 35 | 40 | 45 |
| 6, 7, 8, 9 | Westward Track, Suisun-Fairfield to east end steel viaduct 35-B | 60 | 80 | 50 | 45 | 40 | 40 | 30 | 20 | 30 | 35 | 40 | 45 |
| 6, 7, 8, 9 | Westward Track, east end steel viaduct 35-B to Martinez | 45 | 45 | 45 | 45 | 40 | 35 | 30 | 20 | 30 | 35 | 35 | 35 |
| 6, 7, 8, 9 | Suisun-Fairfield Yard, both tracks | 50 | 50 | 50 | 45 | 40 | 35 | 25 | 20 | 30 | 35 | 35 | 35 |
| 6, 7, 8, 9 | Davis Yard, both tracks | 40 | 50 | 40 | 40 | 40 | 35 | 25 | 20 | 30 | 35 | 35 | 35 |
| 6, 7, 8, 9 | Sacramento Northern Ry. Crossing, both tracks | 40 | 40 | 40 | 40 | 40 | 40 | 30 | 20 | 25 | 25 | 25 | 25 |
| 6, 7, 8, 9 | Sacramento River Drawbridge, both tracks | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 |
| 10, 11 | End of Double Track Mococo to Martinez, Westward Track | 30 | ...... | 30 | 30 | 30 | 20 | 20 | 20 | 20 | 20 | 20 | 20 |
| 10, 11 | Martinez to End of Double Track Mococo, Eastward Track | 50 | ...... | 50 | 45 | 40 | 35 | 20 | 20 | 30 | 35 | 40 | 45 |
| 10, 11 | End of Double Track Mococo and East Switch Port Chicago | 50 | ...... | 50 | 45 | 40 | 35 | 30 | 20 | 30 | 35 | 40 | 45 |
| 10, 11 | East Switch Port Chicago and Tracy | 60 | ...... | 50 | 45 | 40 | 40 | 30 | 20 | 30 | 35 | 40 | 45 |
| 10, 11 | Shell Point, Chemical Spur | ...... | ...... | ...... | ...... | ...... | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| 10 | Avon and San Ramon (except) | 20 | ...... | ...... | ...... | ...... | 20 | 15 | 15 | | 20 | ...... | 20 |
| 10 | Over Bridges 44-E near Hookston and 49-C west of Rady | 10 | ...... | ...... | ...... | ...... | 10 | 10 | 10 | ...... | 10 | ...... | 10 |
| 10 | Over Bridge 57-A east of Osage | 10 | ...... | ...... | ...... | ...... | 10 | 10 | 10 | | 10 | ...... | 10 |
| 10 | San Ramon and Radum | 15 | ...... | ...... | ...... | ...... | 15 | 15 | 15 | 15 | 15 | 15 | 15 |
| 11 | Elmira and Winters | 30 | ...... | 30 | 30 | 30 | 30 | 20 | 15 | 30 | 30 | 30 | 30 |
| 11 | Winters and Capay | 25 | ...... | ...... | ...... | ...... | 25 | 15 | 15 | ...... | 25 | | 25 |
| 10, 11, 12 13, 14, 15, 18 | From Road Crossing east end of Junction switch on Los Banos Sub-division and end of double track on Lathrop Sub-division; to the road crossings at Tracy west of station on Niles line and on Martinez line | 10 | ...... | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| 12, 13 | Oakland and Tracy (except) | 50 | ...... | 50 | 45 | 40 | 35 | 25 | 20 | 30 | 35 | 40 | 45 |
| 12, 13 | Halvern and Alvarado | 10 | ...... | 10 | ...... | ...... | 10 | 10 | 10 | ...... | 10 | ...... | 10 |
| 12, 13 | Niles and M.P. 34.5 | 35 | ...... | 35 | 30 | 25 | 25 | 15 | 15 | 25 | 25 | 25 | 25 |
| 12, 13 | M.P. 52 and M.P. 53.5 | 30 | ...... | 30 | 25 | 25 | 25 | 15 | 15 | 25 | 25 | 25 | 25 |
| 12, 13 | M.P. 53.5 and M.P. 55.5 | 40 | ...... | 40 | 30 | 30 | 25 | 15 | 15 | 25 | 25 | 25 | 25 |
| 12, 13 | M.P. 55.5 and M.P. 58.5 | 30 | ...... | 30 | 25 | 25 | 25 | 15 | 15 | 25 | 25 | 25 | 25 |
| 12, 13 | M.P. 58.5 to M.P. 61 | 35 | ...... | 35 | 30 | 30 | 25 | 15 | 15 | 25 | 25 | 25 | 25 |
| 12, 13 | M.P. 61 and Midway | 40 | ...... | 40 | 30 | 30 | 25 | 25 | 15 | 25 | 25 | 25 | 25 |
| 14, 15 | Tracy and Lathrop (except) | 60 | ...... | 50 | 45 | 40 | 40 | 30 | 20 | 30 | 35 | 40 | 45 |
| 14, 15 | San Joaquin River Drawbridge | 10 | ...... | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| 14, 15 | Lathrop and Stockton | 55 | ...... | 50 | 45 | 40 | 40 | 30 | 20 | 30 | 35 | 40 | 45 |
| 14, 15 | Stockton and End of Double Track, M.P. 95 | 55 | ...... | 50 | 45 | 40 | 35 | 30 | 20 | 30 | 35 | 40 | 45 |
| 14, 15 | End of Double Track and Road Crossing 95-D | 40 | ...... | 40 | 40 | 40 | 30 | 20 | 20 | 30 | 30 | 30 | 30 |
| 14, 15 | Eastward trains through C.T.C.S. switch at End of double track | 25 | ...... | 25 | 25 | 25 | 20 | 20 | 20 | 25 | 25 | 25 | 25 |

Streamliner will not exceed speed allowed other passenger trains when operating against the current of traffic or when handled with steam power.

## SPEED RESTRICTIONS—Continued

Speed Restrictions in Miles Per Hour, Will Apply as Follows:

| Page No. | BETWEEN | PASSENGER |  |  |  | FREIGHT |  | LIGHT ENGINES RUNNING FORWARD |  |  |  |  |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
|  |  | Maximum | With T 1, 2 T 7 to 23, 28, 31, 36 MK 5, 6, 7, 8, 9 M | With SP 1, 2, 3, F 1, 3, 4, 5, 6 MM 2 & AM AC 4, 5, 6 C 2 to 10 C 18 to 29 Incl. | With C12, 15, 17; MC 2, 4, 6 AC 1, 2, 3, TW | Freight and Mixed Maximum | Engines and Motors Backing | Switch Engines S-SE Type | C 12, 15, 17 MK 2, 4, 10 MC 2, 4, 6 AC 1, 2, 3, 4, 5, 6 MM 2, AM 2 TW | T 1, 2, 7 to 23, 28, 31, 36 C 2 to 10 incl. C 18 to 29 incl. MK 5, 6, 7, 8, 9 F 1, 3, 4, 5, 6 SP 1, 2, 3 M | T26, 32, 37, 40 | Mt 1, 3, 4, 5 GS 1 E P A |
| 14, 15 | Westward trains at End of double track through control switch to Eastward Track. | 25 | 25 | 25 | 25 | 25 | 20 | 20 | 25 | 25 | 25 | 25 |
| 14, 15 | Through Controlled Sidings in C.T.C.S. | 25 | 25 | 25 | 25 | 25 | 20 | 20 | 25 | 25 | 25 | 25 |
| 14, 15 | Through Controlled Sidings in C.T.C.S. under Caution Indication | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| 14, 15 | Crossing 95-D and Castle | 50 | 50 | 45 | 40 | 35 | 30 | 20 | 30 | 35 | 40 | 45 |
| 14, 15 | Castle and M.P. 132 | 50 | 50 | 45 | 40 | 35 | 30 | 20 | 30 | 35 | 40 | 45 |
| 14, 15 | M.P. 132 and Brighton | 50 | 50 | 45 | 40 | 40 | 30 | 20 | 30 | 35 | 40 | 45 |
| 16, 17 | West leg wye leading to Fresno main track Lathrop to and over W. P. Crossing | 30 | 30 | 30 | 30 | 20 | 20 | 20 | 20 | 20 | 20 | 20 |
| 16, 17 | East leg outer wye Lathrop | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 |
| 16, 17 | W. P. Crossing and Biola Jct. (except) | 65 | 50 | 45 | 40 | 40 | 30 | 20 | 30 | 35 | 40 | 45 |
| 16, 17 | Over Highway Crossing east of Manteca Sta. | 45 | 45 | 45 | 40 | 30 | 20 | 20 | 30 | 30 | 30 | 30 |
| 16, 17 | Spreckles Sugar Spur, Manteca |  |  |  |  | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| 16, 17 | Over Highway Crossing and Street Crossing west of Livingston Station | 45 | 45 | 45 | 40 | 30 | 20 | 20 | 30 | 30 | 30 | 30 |
| 16, 17 | Sugar Pine Spur, Madera |  |  |  |  | 10 | 10 |  |  |  |  |  |
| 16, 17 | Winery Spur, Madera |  |  |  |  | 20 | 20 |  |  |  |  |  |
| 16, 17 | Biola Junction and Fresno (except) | 50 | 50 | 45 | 40 | 35 | 30 | 20 | 30 | 35 | 40 | 45 |
| 16, 17 | Fresno Traction Crossing, Olive Ave | 20 | 20 | 20 | 20 | 20 | 12 | 20 | 20 | 20 | 20 | 20 |
| 18 | Tracy and Fresno (except) | 55 | 50 | 45 | 40 | 40 | 30 | 20 | 30 | 35 | 40 | 45 |
| 18 | Over W. P. Crossing, Lyoth | 40 | 40 | 40 | 40 | 25 | 25 | 20 | 25 | 25 | 25 | 25 |
| 18 | Kearney and Timba Spurs |  |  |  |  | 10 | 10 | 10 |  |  |  |  |
| 19 | Elmhurst and Santa Clara (except) | 50 | 50 | 45 | 40 | 35 | 30 | 20 | 30 | 35 | 40 | 45 |
| 19, 20 | Newark Yard | 40 | 40 | 40 | 40 | 20 | 15 | 15 | 25 | 25 | 25 | 25 |
| 19 | Over Warm Springs and Coyote Drawbridges | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 |
| 19 | Distillery Spur, Agnew |  |  |  |  | 6 | 6 | 6 |  |  |  |  |
| 19 | Niles and San Jose via Milpitas (except) | 40 | 40 | 40 | 40 | 25 | 20 | 20 | 20 | 20 | 25 | 25 |
| 19 | San Jose Yard | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 |
| 19 | Trains with AC, F-4 and F-5 Engines | 20 |  |  |  | 20 |  |  |  |  |  |  |
| 20 | Niles and Newark | 50 | 50 | 45 | 40 | 35 | 25 | 20 | 30 | 35 | 40 | 45 |
| 20 | Newark and Redwood Junction (except) | 40 | 40 | 40 | 40 | 40 | 30 | 20 | 30 | 35 | 40 | 45 |
| 20 | Newark Slough Drawbridge | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 |
| 20 | San Francisco Bay Bridge | 30 | 30 | 30 | 30 | 30 | 30 | 20 | 30 | 30 | 30 | 30 |
| 20 | Dumbarton Salt and Ravenswood Spurs |  |  |  |  | 8 | 8 | 8 |  |  |  |  |
| 21 | Biola Junction and Kerman (except) | 30 | 30 | 30 | 30 | 30 | 20 | 20 | 30 | 30 | 30 | 30 |
| 21 | Passenger Trains Handled by Motor | 35 |  |  |  |  |  |  |  |  |  |  |
| 21 | Galt and Ione (except) | 30 |  |  |  | 30 | 20 | 15 |  | 30 |  | 30 |
| 21 | M.P. 125.5 and M.P. 125.7 | 25 |  |  |  | 25 | 15 | 15 |  | 25 |  | 25 |
| 21 | M.P. 126.5 and M.P. 126.7 | 25 |  |  |  | 25 | 15 | 15 |  | 25 |  | 25 |
| 21 | M.P. 127.0 and M.P. 127.1 | 20 |  |  |  | 20 | 15 | 15 |  | 20 |  | 20 |
| 21 | M.P. 131.1 and M.P. 131.3 | 25 |  |  |  | 25 | 15 | 15 |  | 25 |  | 25 |
| 21 | M.P. 132.2 and M.P. 132.4 | 25 |  |  |  | 25 | 15 | 15 |  | 25 |  | 25 |
| 21 | Lodi and Woodbridge | 10 |  |  |  | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| 21 | Lodi and M.P. 121.4 | 25 |  |  |  | 25 | 15 | 15 | 25 | 25 | 25 | 25 |
| 21 | M.P. 121.4 and M.P. 132.3 | 20 |  |  |  | 20 | 15 | 15 | 20 | 20 | 20 | 20 |
| 21 | M.P. 132.3 and M.P. 139.7 | 15 |  |  |  | 15 | 15 | 15 | 15 | 15 | 15 | 15 |
| 21 | M.P. 139.7 and Kentucky House | 20 |  |  |  | 20 | 15 | 15 | 20 | 20 | 20 | 20 |
| 22 | Suisun-Fairfield and Cordelia | 40 | 40 | 30 | 30 | 25 | 20 | 15 | 25 | 25 | 25 | 25 |
| 22 | Cordelia Winery Spur |  |  |  |  | 10 | 10 | 10 |  |  |  |  |
| 22 | Cordelia and Napa Junction | 35 | 35 | 25 | 25 | 25 | 15 | 15 | 25 | 25 | 25 | 25 |
| 22 | Napa Junction and Calistoga | 25 |  |  |  | 25 | 15 | 15 | 25 | 25 | 25 | 25 |
| 22 | Napa Junction and South Vallejo | 25 | 25 | 25 | 25 | 15 | 15 | 15 | 25 | 25 | 25 | 25 |
| 22 | Napa Junction and Schellville (except) | 25 | 25 | 25 | 25 | 25 | 15 | 15 | 25 | 25 | 25 | 25 |
| 22 | Napa River Drawbridge | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| 22 | Buchli and Union | 10 |  |  |  | 10 | 10 | 10 |  | 10 |  | 10 |
| 23 | Stockton and Merced (except) | 30 | 30 | 30 | 30 | 30 | 20 | 15 | 30 | 30 | 30 | 30 |
| 23 | Peters, between Switches | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| 23 | Peters and Milton (except) | 15 |  |  |  | 15 | 15 | 15 |  | 15 |  | 15 |
| 23 | Cars in Excess of 110,000 Net Weight | 12 |  |  |  | 12 |  |  |  |  |  |  |
| 23 | Berenda and Daulton | 20 |  |  |  | 20 | 15 | 15 |  | 20 | 20 | 20 |
| 23 | Daulton and Raymond | 15 |  |  |  | 15 | 15 | 15 |  | 15 |  | 15 |
| 23 | Knowles and Knowles Junction | 15 |  |  |  | 15 | 15 | 15 |  | 15 |  | 15 |
| 23 | Chowchilla and Dairyland | 10 |  |  |  | 10 | 10 | 10 |  | 10 |  | 10 |

## SPEED OF TRAINS REGULATED BY ORDINANCE THROUGH CITY LIMITS

| PAGE | LOCATION | Passenger | Freight | Engine Backing |
|---|---|---|---|---|
| 2, 3, 4, 5 | Berkeley, University Ave. | 10 | 10 | 10 |
| 2, 3, 4, 5, 6, 7, 8 9 10, 11 | Martinez, over grade crossings, Except | 15 | 15 | 15 |
|  | Eastward trains operating over Benicia bridge | 20 | 30 | 15 |
| 6, 7, 8, 9 | Dixon | 50 | 35 | 20 |
| 6, 7, 8, 9 | Washington | 20 | 20 | 20 |
| 10, 11 | Pittsburg | 25 | 25 | 20 |
| 11 | Capay | 10 | 10 | 10 |
| 12, 13 | Oakland, between Market and Oak Streets | 15 | 15 | 15 |
| 12, 13 | Pleasanton | 15 | 15 | 15 |
| 12, 13 | Livermore | 10 | 10 | 10 |
| 14, 15 23 | Stockton, all main tracks, Except | 20 | 20 | 20 |
|  | Between Wilson Way and Sacramento St. | 8 | 8 | 8 |
|  | Tracks other than main tracks | 8 | 8 | 8 |
| 14, 15 | Lodi | 15 | 15 | 15 |
| 16, 17 | Madera, between Standard Oil Spur and Fresno River Bridge | 20 | 20 | 20 |
| 16, 17 | Modesto and Turlock | 15 | 15 | 15 |
| 16,17,23 | Merced | 15 | 15 | 15 |
| 16,17,18 | Fresno | 20 | 20 | 12 |
| 19 | Alviso | 35 | 25 | 15 |
| 19 | San Jose | 12 | 12 | 12 |
| 22 | Napa | 8 | 8 | 8 |
| 22 | St. Helena | 12 | 12 | 12 |
| 23 | Oakdale | 20 | 20 | 20 |

Speed of 15 M.P.H. must not be exceeded when moving through double throw movable point crossover switches within the limits of Oakland Pier interlocking tower.

Speed restrictions for engines are shown in speed restriction table; however, attention is called to the following maximum speeds at which tenders may be operated.

Tenders having water capacity 7,000 gallons or less, except Classes 70-R-1 and 70-SC-1, maximum speed 50 M.P.H.

Engines operated coupled tender to tender must not exceed speed permitted engines running backward.

Maximum speed of disabled engines hauled in train, or running under own steam, must not exceed:

| | |
|---|---|
| When pilot removed | 20 M.P.H. |
| When main rod only removed | 30 M.P.H. |
| When side rods only removed | 30 M.P.H. |
| When both main and side rods removed | 20 M.P.H. |
| When hauled in train and all rods are on | 30 M.P.H. |
| GS engines | 15 M.P.H. |
| SP 1, 2 and 3 when inside main rod removed | 30 M.P.H. |
| S and SE engines, and all other classes of engines when not equipped with engine trucks | 20 M.P.H. |

When all weight has been removed from any one pair drivers on an engine, speed must not exceed 20 M.P.H.

When all weight has been removed from one wheel of any pair drivers on an engine, speed must not exceed 30 M.P.H.

Trains shoving or backing passenger equipment must not exceed 15 M.P.H.

Trains and engines must not exceed 10 M.P.H. through Crossovers, Turnouts and Sidings, except Controlled Sidings in C.T.C.S.

The maximum speed for No. 400 between Tracy and Fresno will be 50 M.P.H.

Motor cars running backward must not exceed 10 M.P.H. through yards and over highway crossings.

Trains handling relief outfit must not exceed 25 M. P. H. main line or 20 M.P.H. on branch lines.

Speed of trains carrying locomotive crane with boom in place, must not exceed 25 M.P.H. on straight track and 15 M.P.H. around curves, and on branch lines must not exceed 15 M.P.H. Locomotive cranes must be handled in trains with heavy end forward.

All cars handled in passenger trains must be equipped with steel-tired or all steel wheels.

Wooden passenger-carrying cars, wooden baggage, express and other head end cars, unless equipped with steel center sills and steel platforms must not be used in passenger trains.

Speed of trains handling such cars restricted as follows: When consist includes not more than three wooden passenger carrying cars, maximum speed must not exceed 50 M.P.H. When consist includes more than three wooden passenger carrying cars maximum speed must not exceed 40 M.P.H.

If consist of train includes both wooden and steel passenger-carrying cars, the wooden cars must be kept together and handled on rear.

## SPEED TABLE

| SPEED PER HOUR | 1 MILE IN MIN. SEC. | SPEED PER HOUR | 1 MILE IN MIN. SEC. | SPEED PER HOUR | 1 MILE IN MIN. SEC. | SPEED PER HOUR | 1 MILE IN MIN. SEC |
|---|---|---|---|---|---|---|---|
| 6 | 10.00 | 25 | 2.24 | 39 | 1.33 | 53 | 1.08 |
| 8 | 7.30 | 26 | 2.18 | 40 | 1.30 | 54 | 1.06 |
| 10 | 6.00 | 27 | 2.13 | 41 | 1.27 | 55 | 1.05 |
| 12 | 5.00 | 28 | 2.08 | 42 | 1.25 | 56 | 1.04 |
| 15 | 4.00 | 29 | 2.04 | 43 | 1.23 | 57 | 1.03 |
| 16 | 3.45 | 30 | 2.00 | 44 | 1.21 | 58 | 1.02 |
| 17 | 3.31 | 31 | 1.56 | 45 | 1.20 | 59 | 1.01 |
| 18 | 3.20 | 32 | 1.52 | 46 | 1.18 | 60 | 1.00 |
| 19 | 3.09 | 33 | 1.49 | 47 | 1.16 | 61 | 0.59 |
| 20 | 3.00 | 34 | 1.45 | 48 | 1.15 | 62 | 0.58 |
| 21 | 2.51 | 35 | 1.42 | 49 | 1.13 | 63 | 0.57 |
| 22 | 2.43 | 36 | 1.40 | 50 | 1.12 | 64 | 0.56 |
| 23 | 2.36 | 37 | 1.37 | 51 | 1.10 | 65 | 0.55 |
| 24 | 2.30 | 38 | 1.34 | 52 | 1.09 | | |

## LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE

**Employes are warned that it is dangerous to stand erect on top of cars, or to ride on sides of cars while passing these points, and that they must protect themselves from injury.**

**Bulletins may be issued from time to time referring to impaired clearances not listed below.**

| Mile Post | AT OR NEAR | DESCRIPTION | |
|---|---|---|---|
| | | **OAKLAND PIER—TRACY VIA MARTINEZ** | |
| 3.5 | Oakland Pier | Posts supporting shed | Side |
| | | Freight Slip | Side |
| 5.5 | Oakland, 16th St. | Structures of Pacific Coast Canning Co. | Side |
| 6.6 | Emeryville | Structures on track No. 6 between signal bridges 204 and 205 | Side |
| 6.6 | Emeryville | Transmission Pole 1770 near switch leading to Judson Iron Works | Side |
| 6.6 | Emeryville | Machine shops Judson Iron Works | Overhead and Side |
| 6.6 | Emeryville | Umphred Warehouse | Side |
| 7.5 | Stock Yards | Fertilizer spur | Side |
| 13.1 | Stege | Buildings end of track No. 2 | Side |
| 14.5 | Richmond | A. T. & S. F. Crossing | Overhead and Side |
| 16.5 | San Pablo | A. T. & S. F. Crossing | Overhead and Side |
| 16.6 | San Pablo | Eastward and Westward Water Columns | Side |
| 16.6 | San Pablo | Rheem Mfg. Co. Spur | Side |
| 26.5 | Oleum | Loading tracks, Union Oil Co. | Side |
| 26.7 | Oleum | Tunnel No. 1 | Overhead and Side |
| 27.7 | Tormey | Tunnel No. 2 | Overhead and Side |
| 29.0 | Crockett | Sugar Co. warehouse | Side |
| 29.0 | Crockett | Cal. Haw. S. R. Co. | Overhead |
| 30.1 | Eckley | Platforms of brick company | Side |
| 30.5 | Port Costa | Bldgs.; Bankers, California and Grangers Warehouse | Side |
| 31.8 | Nevada Dock | Platforms of brick company | Side |
| 31.8 | Nevada Dock | Long and short cable, empty and house track No. 1 | Side |
| 34.7 | Martinez | Warehouse, Anderson Co.—Cars to be left outside | Overhead and Side |
| 43.2 | Nichols | Wagon bridge | Overhead |
| 43.2 | Nichols | A. T. & S. F. crossing | Overhead and Side |
| 43.2 | Nichols | General Chemical Co., ore house on spur | Side |
| 46.5 | Shell Point | Tracks Nos. 1 and 7 | Overhead and Side |
| | | **MARTINEZ—SACRAMENTO** | |
| 38.0 | Benicia Junction | Water tank spout | Side |
| 59.4 | Elmira | Warehouse | Side |
| 71.8 | Tremont | Gravel loading chute | Side |
| 88.3 | Washington | Sacramento River Bridge | Side |
| | | **OAKLAND PIER—TRACY VIA NILES** | |
| | Alameda | Park Street crossing, wires | Overhead |
| | Oakland Pier | Posts supporting shed | Side |
| 4.9 | West Oakland | Buildings and platform at Creosote Wks. | Overhead and Side |
| 4.9 | West Oakland | Freight platforms and tracks, Kirkham St., freight yds. | Side |
| 7.0 | Oakland, 1st St. | Warehouse track, Howard Co. | Side |
| 7.2 | Oakland, 1st St. | Building Sunset Lumber Co. | Overhead and Side |
| 9.0 | 23rd Avenue | Pacific Wire and Steel Co., spur | Side |
| 9.0 | 23rd Avenue | California Cotton Mills | Overhead and Side |
| 9.0 | 23rd Avenue | California Pottery Co., spur and buildings | Side |
| 9.7 | Fruitvale | Steel bridge over estuary | Wires Overhead and Side |
| 10.3 | Sather | Clorox Chemical Company spur | Overhead and Side |
| 20.1 | Hayward | Hunt Bros., canneries | Side |
| 29.2 | Niles | New bunkers of Niles Sand and Gravel Co. | Side |
| 42.0 | Radum | Kaiser Paving Co. Tracks | Side |
| 42.4 | Remillard | Platform and shed, Remillard Brick Co. | Side |
| 46.9 | Livermore | Livermore Brick Co., shed and loading platform over high line track | Overhead and Side |
| | | **ELMHURST—SANTA CLARA** | |
| 41.7 | Agnew | Track leading into distillery | Overhead and Side |
| | | **AVON—RADUM** | |
| 44.6 | Concord | Bridge | Overhead and Side |
| 45.8 | Las Juntas | Trolley wire, Interchange track | Overhead |
| 57.0 | Osage | Bridge | Overhead and Side |
| 66.4 | Asco | Beet loading chute | Side |
| | | **SUISUN-FAIRFIELD AND SOUTH VALLEJO—CALISTOGA** | |
| 37.3 | Napa Junction | Sheds over platforms on the two northerly spurs of Portland Cement Co. | Overhead and Side |
| 46.2 | Thomasson | E. B. & A. L. Stone Co., rock crushing plant center track (spur) | Overhead and Side |
| 62.1 | Thomann | Fence, Sutter Home Winery | Side |
| 45.5 | Napa | Water tank spout | Side |
| 67.5 | Bale | Water tank spout | Side |
| 71.7 | Calistoga | Water tank spout | Side |
| 42.8 | Rocktram | Bunkers of Basalt Rock Co., outer spur | Overhead and Side |
| 30.0 | South Vallejo | Buildings and platforms of Sperry Flour Co., tracks 1 to 6 inclusive | Overhead and Side |
| | | **ELMIRA—CAPAY** | |
| 76.0 | Winters | Fruit shed | Overhead and Side |
| 76.0 | Winters | Water tank spout | Side |

## TRACY-BRIGHTON, TRACY-FRESNO, LATHROP-FRESNO AND BRANCHES

| | | | |
|---|---|---|---|
| 82.0 | Tracy | West Water Tank | Side |
| 82.0 | Tracy | Gates to Holly Sugar Co. Spur | Side |
| 82.2 | Tracy | East Water Tank | Side |
| 78.3 | Banta-Lathrop | San Joaquin River Bridge | Overhead and Side |
| 81.5 | Lathrop | Water Tank | Side |
| 90.9 | Stockton | Delta Warehouse | Side |
| 90.9 | Stockton | Delta Platform | Side |
| 90.9 | Stockton | Murphy Wood Yard Gate | Side |
| 90.9 | Stockton | Murphy Wood Yard Shed | Side |
| 90.9 | Stockton | Girvin Warehouse, west end Hazelton Ave | Side |
| 90.9 | Stockton | Union Mills, Farmers' Union Milling Co. and California Navigation and Imp. Co. buildings on waterfront track Weber Avenue | Side |
| 92.7 | El Pinal Winery | Trolley wires and poles | Overhead and Side |
| 100.7 | Holden Peters | Morman Slough Bridge | Side |
| 148.5 | Ryer-Arundel | Merced River Bridge | Side |
| 103.3 | Lodi | R. H. Water Tank | Side |
| 103.3 | Lodi | Car standing at door No. 1 of Hilvert Shed will not clear man on west side of car on adjacent track | Side |
| 104.3 | Lodi-Urgon | Mokelumne River Bridge | Side |
| 114.7 | Clements | Water Tank | Side |
| 134.8 | Edwin | Clay loading chutes | Overhead and Side |
| 136.7 | Clarksona-Dagon | Sutter Creek Bridge | Overhead and Side |
| 100.4 | Westley | Water Tank | Side |
| 119.5 | Newman | Water Tank | Side |
| 201.8 | Nevills Spur | Packing House | Side |
| 104.3 | Ripon-Salida | Stanislaus River Bridge | Side |
| 134.9 | Delhi-Livingston | Merced River Bridge | Overhead and Side |
| 150.5 | Merced | Overhead ice platform and loading platform John R. Graham Spur | Overhead and Side |
| 155.9 | Cluster | Clay loading bridge | Overhead |
| 183.9 | Madera | Sugar Pine Platform | Side |
| 195.6 | Herndon | Water Tank | Side |

To avoid hazard of impaired clearance leave no car spotted on west house track east of east end of Lathrop Freight Station. All cars left spotted on west end Lathrop team track must be at least 4 car lengths east of west switch of team track.

Also when cars are being moved through west switch to team tracks at Lathrop, cars should not be moved through east switch to west of west house track account impaired clearance.

Sugar beet dump at Spreckels Sugar Beet Factory Manteca uncovered and care should be exercised by trainmen while working thereon.

Gravel loading chute at Timba Pit impaired clearance, and engine or cars must not move beyond it.

## LOCATION OF STRETCHERS.

OAKLAND WHARF
WEST OAKLAND
EAST OAKLAND
FRUITVALE
ALAMEDA
BERKELEY
RICHMOND
STOCKTON
LODI
TRACY RELIEF OUTFIT

NILES
PLEASANTON
LIVERMORE
SANTA CLARA
SAN JOSE
PORT COSTA
MARTINEZ
GALT

ANTIOCH
CONCORD
TRACY
CALISTOGA
NAPA
SOUTH VALLEJO
MERCED
MODESTO

SUISUN-FAIRFIELD
VACAVILLE
WINTERS
DIXON
DAVIS
KERMAN
LOS BANOS

## HOSPITALS.

| | |
|---|---|
| GENERAL HOSPITAL | SAN FRANCISCO |
| SOUTHERN PACIFIC HOSPITAL | SACRAMENTO |
| S. P. EMERGENCY HOSPITAL | WEST OAKLAND |

## COMPANY SURGEONS—WESTERN DIVISION

| LOCATION | NAME | TITLE |
|---|---|---|
| San Francisco | Dr. W. B. Coffey | Chief Surgeon. |
| San Francisco | Dr. J. H. O'Connor | Assistant Chief Surgeon. |
| San Francisco | Dr. C. A. Walker | Supervisor of Surgical Services, General Hospital. |
| San Francisco | Dr. G. R. Carson | Visiting Physician, General Hospital. |
| San Francisco | Dr. H. B. Graham | Aurist. |
| Oakland | Dr. O. D. Hamlin | Division Surgeon. |
| Oakland | Dr. F. H. Tebbe | District Surgeon. |
| Oakland | Dr Milton H. Shutes | Oculist and Aurist. |
| Oakland | Dr Geo. F. Mainwaring | District Surgeon. |
| West Oakland | Dr. J. I. Vickerson | District Surgeon. |
| Oakland (Central) | Dr. Kenneth B. Jenkins | District Surgeon. |
| Oakland (North) | Dr. N. P. Dunne | District Surgeon. |
| Berkeley | Dr. A. M. McIntosh | District Surgeon. |
| Berkeley | Dr. J. R. Masterson | District Surgeon. |
| Albany | Dr. Douglas Ream | District Surgeon. |
| Richmond | Dr. H. L. Carpenter | District Surgeon. |
| Richmond | Dr. W. E. Cunningham | District Surgeon. |
| Crockett | Dr. J. M. McCullough | District Surgeon. |
| South Vallejo | Dr. E. A. Peterson | District Surgeon. |
| Napa | Dr. D. H. Murray | District Surgeon. |
| St. Helena | Dr. M. M. Booth | Emergency Surgeon. |
| Calistoga | Dr. W. L. Blodgett | District Surgeon. |
| Port Costa | Dr. C. E. Dietderich | District Surgeon. |
| Benicia | Dr. N. J. Crisp | District Surgeon. |
| Martinez | Dr. Edwin Merrithew | District Surgeon. |
| Martinez | Dr. G. L. Coates | Assistant District Surgeon. |
| Concord | Dr. E. B. Todd | Emergency Surgeon. |
| Walnut Creek | Dr. M. C. Bolender | Emergency Surgeon. |
| Danville | Dr John Blemer | Emergency Surgeon. |
| Port Chicago | Dr. Howard B. Flanders | Emergency Surgeon |
| Pittsburg | Dr. Claude L. Kerns | Emergency Surgeon. |
| Antioch | Dr. L. B. Weatherbee | District Surgeon. |
| Brentwood | Dr. E. C. S. Leavenworth | District Surgeon. |
| Byron | Dr. J. W. Hammond | District Surgeon. |
| Suisun-Fairfield | Dr. S. J. Bransford | District Surgeon. |
| Suisun-Fairfield | Dr. Felix R. Rossi, Jr. | District Surgeon. |
| Vacaville | Dr. M. P. Stansbury | District Surgeon. |
| Winters | Dr. H. G. Potter | District Surgeon. |
| Esparto | Dr. F. P. McManus | Emergency Surgeon. |
| Dixon | Dr. F. Stolle | District Surgeon. |
| Davis | Dr. T. E. Cooper | Emergency Surgeon. |
| Sacramento | Dr. A. M. Henderson | Division Surgeon. |
| Sacramento | Dr. G. L. Stevenson | Division Surgeon. |
| Sacramento | Dr. Walter W. Cress | Visiting Physician & Surgeon |
| Sacramento | Dr. S. G. Christian | Assistant District Surgeon. |
| Sacramento | Dr. Arthur G. Wallace | Assistant District Surgeon. |
| Sacramento | Dr. J. Roy Jones | Aurist. |
| Sacramento | Dr. E. C. Turner | Oculist. |
| Alameda | Dr. A. L. Guerra | District Surgeon. |
| Alameda | Dr. Douglas D. Stafford | District Surgeon. |
| East Oakland | Dr. C. P. Higgins | District Surgeon. |
| East Oakland | Dr. W. H. C. Hatteroth | District Surgeon. |
| Fruitvale | Dr. J. W. Scamell | District Surgeon. |
| Fruitvale | Dr. L. E. Lacey | District Surgeon. |
| Fruitvale | Dr. O. T. Leftwich | Oculist and Aurist. |
| Elmhurst | Dr. M. F. Frandy | District Surgeon. |
| San Leandro | Dr. Geo. T. Honaker | District Surgeon. |
| Hayward | Dr. D. J. Manley | District Surgeon. |
| Centerville | Dr. G. S. Holeman | District Surgeon. |
| Pleasanton | Dr. Harold J. Shanks | District Surgeon. |
| Livermore | Dr. Paul Dolan | District Surgeon. |
| Irvington | Dr. E. M. Grimmer | Emergency Surgeon. |
| Santa Clara | Dr. J. I. Beattie | District Surgeon. |
| San Jose | Dr. D. R. Threlfall | District Surgeon. |
| San Jose | Dr. Robert W. King | Assistant District Surgeon. |
| Tracy | Dr. Allan R. Powers | District Surgeon. |
| Tracy | Dr. T. C. Russell | Assistant District Surgeon. |
| Elk Grove | Dr. H. Beattie | District Surgeon. |
| Galt | Dr. J. T. Christian | District Surgeon. |
| Galt | Dr. Eliott L. Adams | District Surgeon. |
| Ione | Dr. Hugo Childress | District Surgeon. |
| Stockton | Dr. B. J. Powell | Oculist and Aurist. |
| Stockton | Dr. D. R. Powell | Oculist and Aurist. |
| Stockton | Dr. James P. Hull | District Surgeon. |
| Stockton | Dr. A. L. Van Meter | District Surgeon. |
| Stockton | Dr. Ellis Harbert | Consulting Surgeon. |
| Lodi | Dr. R. A. Buchanan | District Surgeon. |
| Lodi | Dr. L. J. Peterson | District Surgeon. |
| Lockeford | Dr. N. R. Barbour | Emergency Surgeon. |
| Oakdale | Dr. Elmo Alexander | District Surgeon. |
| Waterford | Dr. W. S. Dinsmore | District Surgeon. |
| Manteca | Dr. K. W. Kidy | Emergency Surgeon. |
| Manteca | Dr. Curtis M. Galt | Emergency Surgeon. |
| Ripon | Dr. Gilbert denDulk | Emergency Surgeon. |
| Modesto | Dr. E. R. McPheeters | District Surgeon. |
| Modesto | Dr. Fred R. DeLappe | District Surgeon. |
| Modesto | Dr. J. A. Porter | Oculist and Aurist. |
| Ceres | Dr. F. K. Lord | Emergency Surgeon. |
| Turlock | Dr. J. L. Collins | District Surgeon. |
| Livingston | Dr. Chas. L. Garvin | District Surgeon. |
| Atwater | Dr. Edw. A. Jackson | District Surgeon. |
| Merced | Dr. E. R. Fountain | District Surgeon. |
| Chowchilla | Dr. A. C. Atwood | District Surgeon. |
| Madera | Dr. D. H. Ransome | District Surgeon. |
| Madera | Dr. R. R. Dearborn | District Surgeon. |
| Fresno | Dr. J. D. Morgan | District Surgeon. |
| Fresno | Dr. Chas. A. James | District Surgeon. |
| Fresno | Dr. O. B. Doyle | Assistant District Surgeon. |
| Kerman | Dr. J. C. Drake | District Surgeon. |
| Patterson | Dr. A. M. Field | District Surgeon. |
| Newman | Dr. A. M. Roscoe | District Surgeon. |
| Newman | Dr. James E. Thompson | Assistant District Surgeon. |
| Gustine | Dr. A. W. Gustafson | Emergency Surgeon. |
| Los Banos | Dr. L. R. Hillyer | District Surgeon. |
| Firebaugh | Dr. Ralph C. Cleninger | Emergency Surgeon. |

**Note.**—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon

## RATING OF LOCOMOTIVES—WESTERN DIVISION. In M's of 1,000 pounds back of Tender.

| NOMINAL CLASS | OFFICIAL CLASS | ENGINE NUMBERS | Boiler Pressure | Oakland and Tracy via Antioch Oakland and Santa Clara Tracy and Fresno Tracy and Brighton Lathrop and Fresno | Martinez to Bridge Summit | Bridge Summit to Sacramento | Sacramento to Martinez | Oakland and San Jose via Niles | Niles and Redwood | Tracy to Niles | Niles to Tracy | Suisun-Fairfield to Napa Jct. | Napa Jct. to Suisun-Fairfield Napa Jct. to Calistoga | Calistoga to Napa Jct. | Stockton and Merced via Oakdale Branch |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| M-4 | M-63 20/28 126 | 1617 to 1713 | 190 | 4300 | 1850 | 3750 | 3550 | 3350 | 5050 | 1350 | 1450 | 1100 | 1450 | 1750 | 2950 |
| M-4 | M-63 20/28 135-S | 1617 to 1713 | 190 | 4450 | 1900 | 3900 | 3700 | 3450 | 5250 | 1400 | 1500 | 1100 | 1500 | 1800 | 3050 |
| M-8 | M-63 21/28 159-S | 1720 to 1724, 1770 to 1779 | 200 | 5250 | 2250 | 4550 | 4350 | 4100 | 6150 | 1650 | 1750 | 1300 | 1800 | 2100 | 3600 |
| M-6 | M-63 21/28 150-S | 1725 to 1769, 1780 to 1803 | | | | | | | | | | | | | |
| M-9 | M-63 21/28 150-S | 1806 to 1822 | 210 | 5500 | 2400 | 4850 | 4600 | 4300 | 6500 | 1750 | 1850 | 1400 | 1900 | 2250 | 3800 |
| M-9 | M-63 21/28 156-S | 1826 & 1827 | | | | | | | | | | | | | |
| T-26 | T-69 21/28 152-S | 2283 to 2300 | 200 | 4800 | 2000 | 4200 | 3900 | 3750 | 5550 | 1500 | 1600 | 1150 | 1600 | 1900 | 3300 |
| T-23 | T-63 21/28 156-S | 2301 to 2310 | 210 | 5500 | 2350 | 4800 | 4550 | 4300 | 6450 | 1750 | 1850 | 1350 | 1900 | 2200 | 3750 |
| T-23 | T-63 21/28 163-SF | | | | | | | | | | | | | | |
| T-28, 31 | T-63 22/28 162-S | 2311 to 2362 | 210 | 6000 | 2600 | 5250 | 5000 | 4700 | 7100 | 1900 | 2000 | 1500 | 2100 | 2450 | 4150 |
| T-32, 40 | T-69 23/28 174-S | 2363 to 2384 | 210 | 6150 | 2600 | 5350 | 5000 | 4800 | 7100 | 1950 | 2050 | 1500 | 2100 | 2500 | 4200 |
| P-1,3,5 | P-77 22/28 141-S | 2400 to 2452, 2459, 2460 | 210 | 4950 | 2050 | 4300 | 4000 | 3850 | 5700 | 1500 | 1600 | 1150 | 1600 | 1950 | 3350 |
| P-1 | P-77 22/28 152-SF | | | | | | | | | | | | | | |
| P-1 | P-77 22/28 160/B-54-S | 2400 to 2427 | 210 | 4950 | 2150 | 4300 | 4000 | 4150 | 5700 | 1500 | 1600 | 1200 | 1700 | 2100 | 3600 |
| P-1 | P-77 22/28 163/B-54-SF | | | | | | | | | | | | | | |
| P-4 | P-77 23/28 155/B-58-SF | 2400 to 2437 | 210 | 5450 | 2400 | 4750 | 4400 | 4550 | 6250 | 1650 | 1750 | 1350 | 1900 | 2300 | 4000 |
| C-9, 10 | C-57 22/30 200-SF | 2513 to 2599, 2698 to 2860 | 210 | 6600 | 2900 | 5750 | 5550 | 5150 | 7850 | 2100 | 2200 | 1700 | 2300 | 2650 | 4550 |
| C-9, 10 | C-57 22/30 194-S | | | | | | | | | | | | | | |
| C-8 | C-57 22/30 192-S | | | | | | | | | | | | | | |
| C-5 | C-57 22/30 187-S | 2624 to 2679 | | | | | | | | | | | | | |
| C-5 | C-57 22/30 185-S | 2680 to 2693 | | | | | | | | | | | | | |
| A-3 | A-81 20/28 112-S | 3025 to 3040, 3042 to 3071. | 210 | 3900 | 1550 | 3400 | 3050 | 3050 | 4400 | 1150 | 1200 | 850 | 1200 | 1500 | 2650 |
| A-3 | A-81 20/28 116-SF | | | | | | | | | | | | | | |
| A-3 | A-81 20/28 116/B-59-S | 3025 to 3040, 3042 to 3071. | 210 | 3900 | 1650 | 3400 | 3050 | 3300 | 4400 | 1150 | 1200 | 910 | 1300 | 1650 | 2900 |
| A-3 | A-81 20/28 120/B-64-SF | | | | | | | | | | | | | | |
| A-6 | A-81 22/28 127/B-64-SF | 3000 to 3003 | 210 | 4800 | 2100 | 4150 | 3750 | 4050 | 5400 | 1450 | 1550 | 1150 | 1650 | 2050 | 3550 |
| MK-2, 4 | MK-57 23½/30 206-S | 3200 to 3240 | 210 | 7650 | 3350 | 6700 | 6400 | 5950 | 9100 | 2400 | 2550 | 1900 | 2650 | 3050 | 5250 |
| MK-2, 4 | MK-57 23½/30 222-SF | | | | | | | | | | | | | | |
| MK-4 | MK-57 23½/30 230-SF | | | | | | | | | | | | | | |
| MK-5, 6 | MK-63 26/28 210-S | 3241 to 3277 | 210 | 8450 | 3650 | 7350 | 7000 | 6600 | 9950 | 2700 | 2850 | 2150 | 2900 | 3400 | 5800 |
| MK-5, 6 | MK-63 26/28 231-SF | | | | | | | | | | | | | | |
| MK-5, 6 | MK-63 26/28 233-SF | | | | | | | | | | | | | | |
| MK-7, 8, 9 | MK-63 29/30 247-S | 3300 to 3324 | 176 | 9200 | 4050 | 8050 | 7750 | 7200 | 10900 | 2950 | 3150 | 2400 | 3250 | 3750 | 6350 |
| MK-7, 8, 9 | MK-63 29/30 257-SF | | | | | | | | | | | | | | |
| F-4, 5 | F-63 29½/32 306/B-61-SF | 3668 to 3769 | 200 | 11000 | 5150 | 9650 | 9250 | 9150 | 13100 | 3550 | 3750 | 3000 | 4100 | 4750 | 8050 |
| F-5 | F-63 29½/32 306/B-62-SF | | | | | | | | | | | | | | |
| AC-1,2,3 | AC-57 $\frac{22-22}{30}$ 441-SF | 4000 to 4048 | 210 | 13300 | 5900 | 11650 | 11150 | 10400 | 15800 | 4300 | 4550 | 3500 | 4700 | 5450 | 9150 |
| AC-4 | AC-63 $\frac{24-24}{32}$ 475-SF | 4100 to 4125 | 235 | 17350 | 7700 | 15200 | 14600 | 13600 | 20600 | 5600 | 5950 | 4550 | 6150 | 7100 | 11950 |
| AC-5 | AC-63 $\frac{24-24}{32}$ 483-SF | | | | | | | | | | | | | | |
| AM-2 | AM-63 $\frac{22-22}{28}$ 357-SF | 4200 to 4211 | 210 | 12100 | 5350 | 10600 | 10100 | 9450 | 14300 | 3900 | 4150 | 3150 | 4300 | 4950 | 8350 |
| GS-1 | GS-73 27/30 262/B-104-SF | 4400 to 4409 | 250 | 9600 | 4300 | 8400 | 7900 | 7950 | 11250 | 3000 | 3150 | 2450 | 3400 | 4050 | 6950 |
| Mt-1,3,4,5 | Mt-73 28/30 246/B-60-SF | 4300 to 4376 | 210 | 9000 | 4050 | 7850 | 7400 | 7450 | 10550 | 2800 | 3000 | 2350 | 3200 | 3850 | 6550 |
| P-6 | P-77 25/28 172-S | 2453 to 2458 | 200 | 6100 | 2550 | 5350 | 4950 | 4750 | 7050 | 1900 | 2000 | .... | .... | .... | 4200 |
| P-6 | P-77 25/28 179-SF | | | | | | | | | | | | | | |
| P-8, 10 | P-73 25/30 181-SF | 2461 to 2474, 2478 to 2483. | 200 | 6800 | 2850 | 5900 | 5550 | 5300 | 7950 | 2050 | 2200 | .... | .... | .... | 4650 |
| P-8, 10 | P-73 25/30 183/B-63-SF | 2475, 2484 to 2491 | 200 | 6800 | 3050 | 5900 | 5550 | 5700 | 7950 | 2050 | 2200 | .... | .... | .... | 5000 |
| Allowance for Empty and Underloaded Cars.. | | Less than 40 Ms. | | 6 | 6 | 6 | 6 | 6 | 6 | 3 | 3 | 3 | 3 | 3 | 6 |
| | | 40 Ms to 50 Ms. | | 3 | 3 | 3 | 3 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| | | More than 50 Ms. | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

These ratings include the total weight of train, exclusive of engine and tender, which the different class of locomotives will haul in each direction between the stations shown.

CLASS "E"—Eight-wheelers
"M"—Moguls
"T"—Ten-wheelers
"P"—Pacific Type
"C"—Consolidation engine
"TW"—Twelve-wheelers
"A"—Atlantic Type
"MK"—Mikado
"F"—Two-ten-two Type
"AC"—Articulated Consolidation
"MT"—Mountain Type
"GS"—Golden State
"SP"—Southern Pacific Type

Example.—Consolidation engine having 57-inch drivers. Cylinders 22-inch diameter and 30-inch stroke, and weighing 187,000 pounds on Drivers:

$$\text{C-57}\overset{22}{\underset{30}{\text{———}}}\text{187}$$

### AVERAGE TARE WEIGHTS OF PASSENGER TRAIN CARS

| CLASS | NOT AIR-CONDITIONED | | AIR-CONDITIONED | |
|---|---|---|---|---|
| | All-Steel | Steel Under-frame | All-Steel Cooling Season | All-Steel Heating Season |
| Baggage—60 ft. | 93,070 | | | |
| “ —66 ft. | 127,610 | | | |
| “ —70 ft. | 122,620 | | | |
| “ —70 ft. (With Auto. End Door) | 125,800 | | | |
| “ —(Dynamo) | 98,730 | | | |
| “ | | 87,120 | | |
| Baggage & Mail—60 ft. | 103,620 | | | |
| “ “ “ —69 ft. | 124,760 | | | |
| “ “ “ —70 ft. | 129,140 | | | |
| “ “ “ | | 103,590 | | |
| “ “ Passenger | 108,675 | 112,640 | | |
| Express Refr.—N. P. Ry. | | 74,000 | | |
| “ “ —A. R. E. No. 40-154 | | 78,000 | | |
| “ “ — “ “ 153-224 | | 89,000 | | |
| “ “ — “ “ 500-506 | | 110,000 | | |
| “ “ — “ “ 1101-1175 | | 85,000 | | |
| “ “ —P. F. E. “ 500-799 | | 83,000 | | |
| Express, Horse | 133,050 | | | |
| Postal | 112,120 | | | |
| Postal Storage—40 ft. | 74,530 | | | |
| “ “ —60 ft. | 105,120 | | | |
| Assembly (ACI) | | | 168,950 | 168,950 |
| Club......(ACI) | 146,210 | 122,300 | 172,200 | 164,700 |
| Official....(NAC) | 170,700 | 155,370 | | |
| “ (ACW)—Cars 107-128 | | | 182,800 | 182,800 |
| “ (ACW)—Cars 140-141 | | | 195,040 | 195,040 |
| Chair—60 ft. (ACI) | 100,620 | | 138,000 | 132,000 |
| “ —72 ft. (ACI) | | | 165,000 | 157,800 |
| “ —72 ft. (ACW) | | | 158,700 | 158,700 |
| “ —Streamline—Single (ACS) | | | 120,900 | 104,500 |
| “ — “ —Art.... (ACS) | | | 205,400 | 172,600 |
| “ —74 ft. (ACI) | | | 180,915 | 173,125 |
| “ —74 ft. (ACS) | | | 197,944 | 181,600 |
| Coaches—60 ft. (ACI) | 98,130 | | 136,100 | 130,100 |
| “ —70 ft. (ACI) | 137,640 | | 157,800 | 151,000 |
| “ —70 ft. (ACW) | 137,640 | | 151,000 | 151,000 |
| “ —72 ft. (ACI) | | | 164,500 | 157,400 |
| “ —72 ft. (ACW) | | | 153,500 | 153,500 |
| “ —73 ft. 6 in. (ACW) | | | 163,000 | 163,000 |
| “ —73 ft. 6 in. (ACI) | | | 168,500 | 161,200 |
| “ —72 ft. (Interurban) | 120,000 | | | |
| All-Day Lunch—Chair | 105,970 | | | |
| “ “ —Coach | 103,875 | | | |
| Cafe-Coach (ACI) | | 138,600 | 155,700 | 149,000* |
| Cafe-Lounge (ACI) | 148,950 | 161,200 | 173,500 | 166,000 |
| “ (ACW) | | | 156,000 | 156,000 |
| Daylight—(12-car train) (ACS) | | | 1,344,080 | 1,147,280 |
| “ —Comb. Baggage & Coach (ACS) | | | 118,940 | 102,540 |
| “ —Art. Chair (ACS) | | | 203,640 | 170,840 |
| “ —Tavern (ACS) | | | 130,850 | 114,450 |
| “ —Diner (ACS) | | | 129,860 | 113,460 |
| “ —Parlor (ACS) | | | 115,880 | 99,480 |
| “ —Parlor-Observation (ACS) | | | 118,690 | 102,290 |
| Diner—70 ft. | | 135,930 | | |
| “ —72 ft. | 155,330 | 146,930 | | |
| “ —77 ft. (Arch Roof) (ACI) | 156,000 | | 170,100 | 162,700 |
| “ —77 ft. ( “ “ ) (ACW) | | | 162,950 | 162,950 |
| “ —77 ft. (Clere Story Roof) (ACW) | | 165,530 | 169,450 | 169,450 |
| “ —77 ft. ( “ “ “ ) (ACM) | | | 189,581 | 173,836 |
| “ —79 ft. (NAC) | 169,100 | | | |
| “ —80 ft. (Clere Story Roof) (ACM) | | | 201,323 | 184,700 |
| Lounge ( “ “ “ ) (ACI) | | | 189,800 | 181,630 |
| “ (Arch Roof) (ACI) | | | 167,500 | 160,300 |
| “ ( “ “ ) (ACW) | | | 164,980 | 157,780 |
| Observation—75 ft. (ACI) | 154,400 | | 169,185 | 161,900 |
| “ —77 ft. (ACI) | | | 194,543 | 186,166 |
| “ | | 141,870 | | |
| Pullman—Observation (ACI) | 160,800 | 153,000 | 177,314 | 169,200 |
| “ — “ (ACM) | 160,800 | 153,000 | 192,300 | 176,300 |
| “ — “ Lounge (ACM) | 171,200 | | 194,900 | 178,900 |
| “ — “ “ (ACI) | 171,200 | | 187,682 | 179,600 |
| “ —Bedroom (ACI) | 167,600 | | 183,920 | 176,000 |
| “ — “ (ACM) | 167,600 | | 195,800 | 179,800 |
| “ —Sleeper (ACM) | 163,100 | | 191,100 | 175,100 |
| “ — “ (ACI) | 163,100 | | 180,075 | 171,500 |
| “ —Tourist (ACM) | 153,000 | | 185,200 | 169,200 |
| “ — “ (ACI) | 153,000 | | 168,663 | 161,400 |
| “ —49er (ACM) | | | 1,431,840 | 1,319,840 |
| “ — “ Donner Lake (ACM) | | | 198,540 | 182,540 |
| “ — “ Angel's Camp (ACM) | | | 186,560 | 170,560 |
| “ — “ Joaquin Miller (ACM) | | | 205,450 | 189,450 |
| “ — “ James Marshall (ACM) | | | 201,100 | 185,100 |
| “ — “ Capt. John Sutter (ACM) | | | 200,450 | 184,450 |
| “ — “ Gold Run (ACM) | | | 200,540 | 184,540 |
| “ — “ Bear Flag Calif. Rep. (ACM) | | | 239,200 | 223,200 |
| Streamliner "City of San Francisco" (ACM) | | | 2,545,480 | 2,545,480 |
| Diesel power unit SF-1-2-3 | | | 882,260 | 882,260 |
| Cars (14) | | | 1,663,220 | 1,663,220 |
| Rail, Gas-Electric—400 H.P. | 158,400 | | | |
| “ “ “ —600 H.P. | 167,200 | | | |

*Steel underframe.

CODE:—NAC—Non-Air Conditioned.
—ACI —Air-Conditioned—Ice System.
—ACM—Air-Conditioned—Mechanical System.
—ACW—Air-Conditioned—Waukesha System.
—ACS —Air-Conditioned—Steam Ejector System.

### TRAIN MASTERS

| | |
|---|---|
| A. J. FERRARA | Oakland |
| H. L. KENT | Oakland |
| V. S. BURNHAM | Suisun-Fairfield |
| O. S. YORK | Tracy |
| H. G. ROWLAND, Terminal Trainmaster | Port Costa |

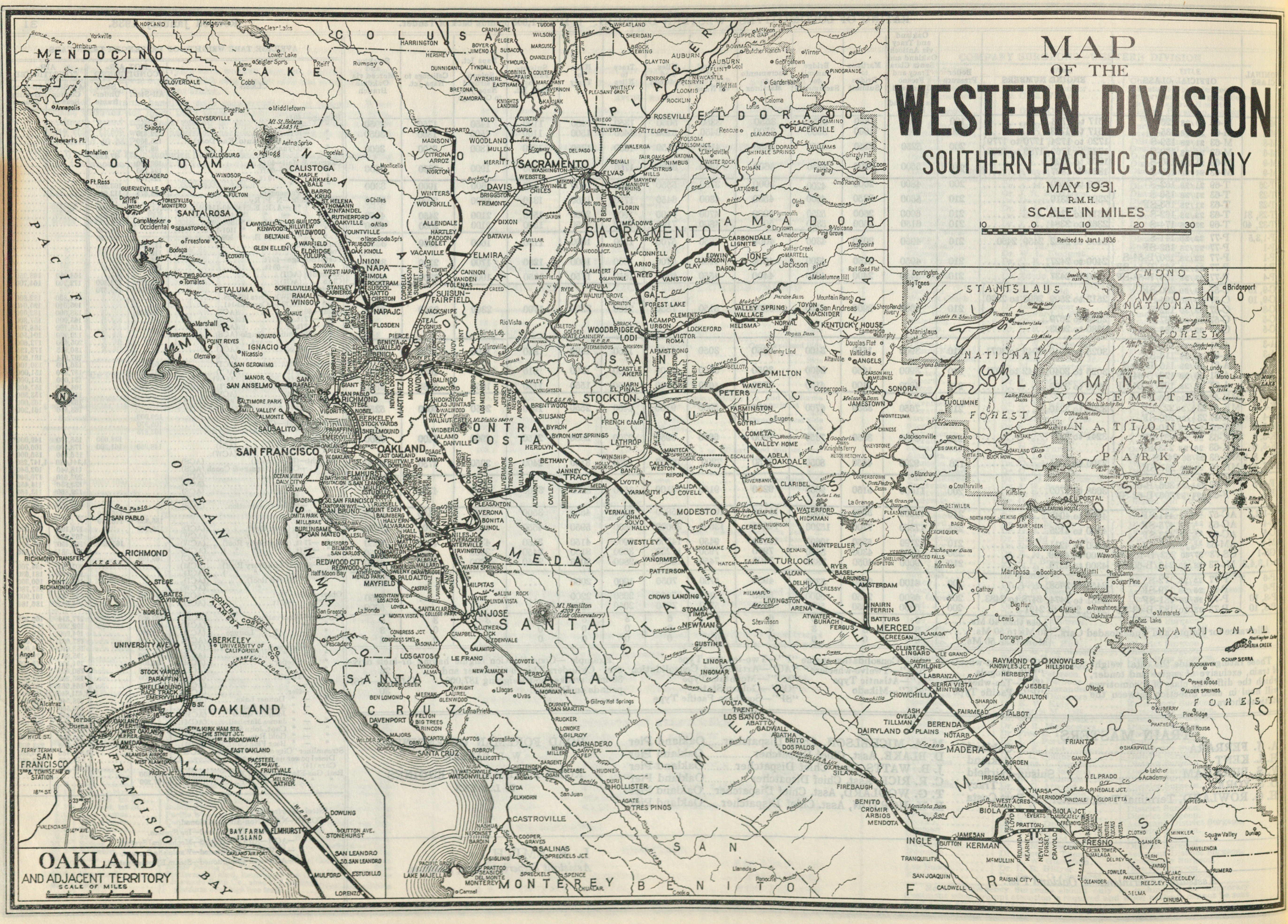
| | |
|---|---|
| M. A. MICHELSON, Chief Dispatcher | Oakland Pier |
| D. BLAKE, Asst. Chief Dispatcher | Oakland Pier |
| J. B. WATTS, Asst. Chief Dispatcher | Oakland Pier |
| C. R. RICE, Asst. Chief Dispatcher | Oakland Pier |
| T. G. WOOLARD, Asst. Chief Dispatcher | Oakland Pier |
| B. H. HORTON, Asst. Chief Dispatcher | Oakland Pier |

**ROAD FOREMAN OF ENGINES**
W. R. PARKER

**ROAD FOREMAN OF ENGINES**
F. L. RYAN

*Assistant Superintendent, Oakland Pier.*

L. R. SMITH,
*Assistant Superintendent, Stockton.*



# MAP OF THE WESTERN DIVISION

## SOUTHERN PACIFIC COMPANY

MAY 1931.
R.M.H.
SCALE IN MILES
10 0 10 20 30
Revised to Jan. 1, 1936

MENDOCINO
LAKE
COLUSA
SONOMA
NAPA
YOLO
PLACER
ELDORADO
SACRAMENTO
AMADOR
SOLANO
MARIN
CONTRA COSTA
SAN JOAQUIN
CALAVERAS
TUOLUMNE
STANISLAUS
ALAMEDA
SAN MATEO
SANTA CLARA
SANTA CRUZ
MONTEREY
SAN BENITO
MERCED
MARIPOSA
MADERA
FRESNO
MONO
STANISLAUS NATIONAL FOREST
MONO NATIONAL FOREST
YOSEMITE NATIONAL PARK
SIERRA NATIONAL FOREST
PACIFIC OCEAN
SAN FRANCISCO BAY
SAN FRANCISCO
OAKLAND
BERKELEY
RICHMOND
SACRAMENTO
STOCKTON
TRACY
LATHROP
MODESTO
TURLOCK
MERCED
MADERA
FRESNO
SAN JOSE
SANTA CRUZ
SALINAS
MONTEREY
CASTROVILLE
WATSONVILLE JCT.
HOLLISTER
GILROY
NAPA
SANTA ROSA
PETALUMA
CALISTOGA
VACAVILLE
DAVIS
WOODLAND
ROSEVILLE
AUBURN
PLACERVILLE
LODI
GALT
IONE
OAKDALE
SONORA
MARTINEZ
BENICIA
NILES
LOS GATOS
LOS BANOS
TRES PINOS
KERMAN
BIOLA JCT.
RAYMOND
KNOWLES
Mt. St. Helena 4343 ft.
Mt. Diablo 3849 ft.
Mt. Hamilton (Lick Observatory)
OAKLAND AND ADJACENT TERRITORY
SCALE OF MILES